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# The Hongkong Telegraph

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WEATHER FORECAST  
FAIR.  
Barometer 30.02.

November 17, 1917. Temperature 6 a.m. 74° 2 p.m. 36°  
Humidity 36

November 17, 1916. Temperature 6 a.m. 57° 2 p.m. 69°  
Humidity 67 57

7806 日三初月十

SATURDAY, NOVEMBER 17, 1917.

大拜禮 號七十月一十英港香

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\$36 PER ANNUM.

## REUTERS' TELEGRAMS.

### THE SITUATION IN RUSSIA.

British Ambassador Cables "All Well."

London, November 16.

Reuter learns that the last official news from Russia was a message from Sir George Buchanan, via Haparauda, dated November 15. The message was "All well."

The Russian Embassy in London has received no news for several days. Telegraphic communication between Russia and Japan is cut off.

Is the Provisional Government Overthrown?

London, November 16.

A Russian wireless official message says:—General Mouraviev, the Commander of the Petrograd Revolutionary District, has ordered the Kishinov Soviet to liberate their comrades who were imprisoned at Kishinov for revolting against the Provisional Government, which, General Mouraviev says, is now deposed.

Significant News.

London, November 16.

To-day's Russian wireless message, which is the first direct news from Russia for several days, is significant as showing that the anti-Kerensky forces control the wireless station at Tsarskoye Selo.

Japan's Grave Concern.

London, November 16.

A message from Tokyo says that the Russian situation has created the gravest concern there. A Council of Ministers meets on Friday morning, and an important development is generally expected.

### THE ITALIAN FRONT.

Hungarians Claim 1,000 Prisoners.

London, November 16.

A German wireless official message states:—We have captured several hill positions north-east of Gallio, on both sides of the Brenta Valley. We have captured Cismon. There is more intense artillery firing on the Lower Piave. The Hungarians took one thousand prisoners on the west bank, near the sea.

### THE FAILURE OF SUBMARINISM.

England and France Stand "Like an Iron Wall."

London, November 16.

According to Reuter's correspondent at Zurich, addressing a great Socialist peace demonstration at Vienna, the Deputy, Herr Ellenbogen said:—We have vanquished Serbia and Rumania, beaten Russia and forced Italy to retreat, but England and France stand like an iron wall. He declared that submarineism had not only failed, but had resulted in a new and powerful enemy emerging.

Momentous News.

London, November 16.

Reuter's correspondent at New York states that Mr. Arthur Pollen, the naval writer, interviewed, says Wednesday's submarine figures constitute the most momentous news since the United States declared war, compared with which Germany's successes in Russia and Italy are trivial. He declares that submarineism has been finally beaten.

Sir Eric Geddes' Views.

London, November 16.

In the House of Commons, Sir Eric Geddes stated that the diminution in the number of ships that had been sunk ought not to be regarded as indicating that the submarine menace was defeated. "The steady decline in sinkings since last April shows that we hold and are persistently mastering the submarine." The rise in merchant shipbuilding at present and the proposed rise shows that we are countering the enemy's effort but rigid economy and increased output in shipyards are necessary.

### PACIFIST CENTRES RAIDED.

London, November 16.

There have been seven police raids on pacifist propaganda centres in London during the last two days. Huge quantities of literature were seized.

### AN IRISH STEAMER TORPEDOED.

London, November 16.

The Irish steamer Ardmore has been torpedoed off the coast. The engine room staff were killed by the explosion. Twenty-two of the crew were drowned. The captain and six others were picked up, after a terrible night, clinging to an upturned boat.

### THE WESTERN FRONT.

An Enemy Effort Fails.

London, November 16.

Field Marshal Sir Douglas Haig, in a communique, states:—We successfully raided last night north-east of Rempoux. We repulsed an enemy attempt to approach our lines north of Poelcapelle.

German Attack Completely Fails.

London, November 16.

A French communique states:—A German attack on a point d'appui north of Veldook, in Belgium, completely failed with appreciable enemy losses. The artillery duel continued lively on the right bank of the Meuse. German aeroplanes bombed in the region south of Nancy, but there were no victims.

### THE JAPAN-AMERICAN AGREEMENT.

No Change in British Government's Attitude.

London, November 16.

In the House of Commons, Mr. King asked:—Does the United States' recognition that Japan has a special interest in China imply that Japan's right to concessions and commercial interests in China is superior to that of the other Allies? If so, has Great Britain recognised the special interest of Japan in China?

Mr. Balfour replied:—It is not the function of the British Government to interpret what is implied or not implied in agreements signed by friendly foreign Powers. Regarding the last part of the question, there has been no recent change in the attitude of the British Government.

## REUTERS' TELEGRAMS.

### LORD NORTHCLIFFE'S STRICTURES.

Alleged Dallying with Urgent Questions.

London, November 16.

Lord Northcliffe has written a letter to Mr. Lloyd George declining an invitation to take charge of the new Air Ministry. He says that returning from the virile atmosphere of the United States and Canada, he finds holding office those who are dallying with most urgent questions like the unity of war control, the eradication of sedition, the mobilisation of man-power and compulsory rationing. He finds the censorship being misused and that men in various positions of authority, who should have been punished, have been retained and some even elevated. On the other hand, he pays tribute to the splendid spirit of the people of Britain and says the Army is the most efficient in the world. Field Marshal Sir Douglas Haig being one of the greatest Generals. He mentions that his mission to the United States comprised five hundred officials with ten thousand assistants, whose work should be better known. Unless there is a swift improvement in our methods, the United States will take into its own hands the entire management of a great part of the war.

### THE IRISH OUTLOOK.

Sinn Fein Extremists' Waning Power.

London, November 16.

In the House of Lords, during a debate on the Irish question, Lord Wimborne said that they must not jump at alarmist conclusions. Ireland was not out of hand but was prosperous and orderly, excepting for rowdiness in a few towns. Out of the million additional acres being cultivated in the United Kingdom, seventy per cent. was Irish. The Convention was the governing factor in a solution and substantial progress had rewarded its labours. The drilling which was proceeding had not attained dangerous dimensions. Good judges believed that the Sinn Fein would not reject any peaceful and practical recommendation by the Convention for a reconciliation.

Lord Curzon emphasised the waning power of the Sinn Fein extremists and said that eighty per cent. were opposed to violence.

### NAVAL AIRCRAFT ACTIVITY.

London, November 16.

The Admiralty announces:—Aircraft attempted to bomb Uytendake aerodrome yesterday but high winds prevented them reaching their objective. We thereupon bombed aerodrome sheds at Handzemi. During the offensive patrols we destroyed two enemy machines and drove down two that could not be controlled. All our machines returned.

### EARLIER TELEGRAMS.

### THE ITALIAN RESISTANCE.

Enemy Battalions Put out of Action.

London, November 16.

An Italian semi-official message says:—After lengthy resistance, enabling the troops on Asiago Plateau to complete their movements, Mont Longara was abandoned. The Italian rearwards stubbornly resisted furious onslaughts for four days. On the 10th inst they put out of action eight enemy battalions who had momentarily captured Gallio and Mount Ferragh. Thereafter five fresh battalions were brought up and were repeatedly repulsed. We counter-attacked and Longara was not evacuated until the new lines of the main army were completed. At the same time our rearwards in Valsugana and on the mountains near Feltrè rejoined the main line, after stripping all the forts north and north-west of Asiago, including the forts the enemy claimed to have stormed. The enemy continues his attempts on the Piave. Detachments who crossed near Sandona and Intesiadara were driven back into the river. The zone occupied by important enemy detachments at Zenson is being continually reduced. The enemy reached an islet north of Piave Bridge and the right bank near the mouth of the Grisolera River, where thick vegetation and high banks assisted concealment. The defenders, however, checked the advance of these detachments.

Enemy Losses Twenty to One.

London, November 16.

Reuter's correspondent at Italian Headquarters, under date November 14, says:—The enemy is attempting to squeeze the Italianis in pincers, one end pressing from Asiago Plateau and other upon the mouth of the Piave. It is estimated that in the fighting described in to-night's semi-official message the enemy losses were twenty to one Italian. It is recalled that the Austrians' present attempts to debouch into the valleys leading to Vicenza are similar to the attempts frustrated in May, 1916. So far the resistance is holding the enemy's plans.

### THE SITUATION IN RUSSIA.

London, November 16.

A telegram from Petrograd dated November 15th states that the Socialist leaders are negotiating with the Bolsheviks for the establishment of a Socialist government with a programme including the rapid conclusion of peace, the delivery of all land to Land Committees and the summoning of a constituent assembly. The Bolsheviks insist on representation in the government, which is refused, and decline an armistice unless the matter is reconsidered.

M. Kerensky's forces are concentrated close to Petrograd. The Socialist leaders are negotiating upon the following terms: Disarmament of the Red Guards, control of Petrograd garrison to be transferred to the municipality, military operations to cease, guarantee that M. Kerensky's army, on entering Petrograd, will not fire and will abstain from house to house searches and arrests.

M. Kerensky has issued a proclamation announcing his adherence to the revolution. He guarantees the clearing out of the Bolsheviks and the transference of power to an organisation comprising the Preliminary Parliament and the committee for safeguarding the revolution.

Heavy fighting is reported from Kiev, aeroplanes participating on both sides. The casualties were numerous. The armistice at Moscow has expired.

## REUTERS' TELEGRAMS.

### GERMAN ATTACK FRUSTRATED.

London, November 15.

Field Marshal Sir Douglas Haig reports:—Early this morning the enemy heavily bombarded our positions northward of Menin Road. His infantry shortly afterwards attempted to advance, but our fire successfully repulsed the attack. Another party endeavoured to approach north-eastward of Passchendaele, but was also driven off. Hostile artillery again showed great activity in the neighbourhood of Passchendaele, also northward and southward. A French communique reports a violent artillery duel north of Bray-en-Lyonnais and on the right of the Meuse.

### BRAZIL'S REPRISAL MEASURES.

Rio de Janeiro, November 16.

The Reprisal Bill has been adopted, authorising the Government to cancel contracts with enemy subjects, intern suspects and revise concessions of land to colonists. The deputies passed the first reading of a bill authorising the despatch to Brazil of a French military mission for the Brazilian Army and a British or United States mission for the Navy.

### AMERICA AND CHINA'S PROTEST.

Washington, November 16.

The Government regards the Chinese protest against the Japan-American agreement in the nature of a declaration of principle not necessitating a reply from the United States, as China merely declared she did not regard as binding upon herself agreements between other nations.

## AN OFFENSIVE PATROL.

(By R. Johnson.)

The day had passed in comparative silence; except for the sound of stray rifle shots, and the sharp "phit" as the bullets hit the earth. Now and again, a deep boom might be heard; signs from the heavy batteries that, despite the quietness, they were ready and alert. In the trenches, the men were sleeping, and only the sentries were on the look out.

Games were in progress in the dug-outs, and from one came the joyful sounds of the latest rag-time, hammered out from a battered old piano, spilt from the advance a few days before.

Behind the lines there was never rest. Continual supplies were being brought up day and night, fuel for that gigantic army. Further behind the lines, so far indeed as to be almost out of sound of the guns, were the aerodromes of some of our fighting squadrons. One particular aerodrome, situated not very far from a sleepy little village, contained no movement. Except for the few orderlies on duty and the office clerks, all were sleeping. A heavy lorry belonging to the Royal Flying Corps came bumping slowly along the roughly made road much worn by traffic. In the lorry were casks of water, for all this precious fluid had to be brought from a town seven miles away.

"Hello, Bill! Everything's very quiet. Not a single bus out of its shed. Given the Hun's rest?"

"Quite right. Having a rest at last—and we need it. Don't suppose it will last very long, though. They never do."

On this quiet summer's morning the pilots and observers slept on. It was just as if they were in "Blighy." In the Squadron Commander's Office sat the O. O. He was hot, lazy and tired and he was dzing.

"Truly, life is pleasantly boring," he thought. He nodded, and fell asleep; but not for long. The rays of the summer sun beat down upon his scantily thatched cranium. Suddenly there was a violent ring on the telephone, and the O. O. started up with a violent jerk.

nuisance, just in the middle of his sleep. He pressed the button of an electric bell, and next moment a clerk came in.

"I want to speak to Jaffers," said the O. O.

"Yes, Sir," said the orderly, and he hurried away.

"Jaffers" said he, a few minutes later, when that pert cooage entered the orderly room attired in green carpet slippers and a thick dressing gown, "take four machines from 'A' and 'B' flights, and patrol the usual area, going up to twenty miles over the lines."

"Right you are, Sir," said Jaffers, who then made a beeline for the door.

In very few minutes the aerodrome was busy as a hive of the best bees, and ten great machines came slowly out of their resting places, huge hangers. It was not long before the pilots, who had been peacefully sleeping a few minutes ago, were up on the aerodrome, inspecting their machines and chatting. They gathered round the Flight Commander while he expounded to them the plan. He did not know much, beyond the place they were going to; what they were going for he could not guess.

The machine guns were loaded, and the pilots donned their heavy flying kit, thick warm leather coats, and helmets. The engines roared, and the machines slowly glided out on to the aerodrome, to the positions for taking off. They took to the air, and after gaining sufficient height, they made for the lines, high up, away from the friendly earth.

All the time the every day life in the trenches went on; supplies were taken up to the front lines by the busy men; and back at the aerodrome the Squadron Commander sat in his office. He did not sleep, he wondered how many machines would return, and what the object of their expedition. But the pilots and observers in the machines did not worry; they only knew that they had been ordered to go, and they went without the slightest hesitation. Up they climbed, with their powerful engines, and made straight for the lines, a broad brown and white belt curving like some gigantic snake. They crossed, and were hardly troubled by anti-aircraft, for there was a slight heat mist which made the visibility low.

They reached their area and could see nothing which could have called them away from their sleep. They climbed, until the altimeters registered a height of nearly seventeen thousand feet. They were undisturbed, and Jaffers felt very like important. The Squadron Commander was just as well as he was. This was a very good day for the British.

## TELEGRAMS.

(Reuter's Service to The "Telegraph.")

### THE SILVER MARKET.

London, November 16.

Silver is quoted at 43 1/2. The market is quiet.

### DON'T FORGET.

TO-DAY

Court Cards at Theatre Royal—9.15 p.m.

Victoria Theatre—9.15 p.m.

Bijou Theatre—9.15 p.m.

New Hongkong Cinematograph—9.15 p.m.

TO-MORROW.

Corinthian Yacht Club—Opening cruise.

Victoria Theatre—9.15 p.m.

Bijou Theatre—9.15 p.m.

New Hongkong Cinematograph—9.15 p.m.

Friday, November 30.

"Heather Day" celebrations.

If he had, he would certainly never have had the opportunity again. A sudden sharp buzz, a hissing noise growing louder and louder, and the German scout, awaiting above, were on them.

The English machines were heavy and not of the highest speed but they carried three machine guns apiece, and they could turn with the agility of a bird. "Pop-pop-pop-pop," and the German machine guns spoke. "Bastard-rat-rat!" and ours opened out in reply. The Hun turned away—it is a strange thing, but they never stand up to fire from our guns—they returned, however, and opened fire from above. Jaffers heeled over, and side-slipped. A Hun followed him. He recovered himself, turned, and fired forty rounds with deadly speed and accuracy, right into the heart of the enemy machine. His opponent swayed, turned right over like some great wounded bird and fell straight to earth. "That's that!" said Jaffers to himself, but he was not yet finished. He managed to get right below another Hun, who was attacking one of our machines. His observer obtained a splendid target made good, and the second German crashed down.

Our machines had not escaped scatheless. Jaffers himself had his engine hit and it was "knocking" away fit to break his heart, for only the day previous he had spent four hours on it. The Hun decided to break off the engagement, but the English were of a different mind—with the exception of Jaffers who came slowly home, cursing his luck, that he should have to fall out of the game just when the fun was starting. The other machines, however, soon gave up the chase; the Germans had the advantage over them in speed.

"Two in five minutes, not so bad," said Jaffers to himself winging home. The other pilots had not had such luck but then, Jaffers was reckoned to be one of the finest fighters in existence. They returned reluctantly homewards. The sky was clear in their area; the morning's work was done.

### Prosperous British Columbia.

British Columbia is reported as being very prosperous at the present time, and is developing a good trade with the Orient. It is looking forward with interest to the further opening up of Siberia and the smaller developments in the Far East.



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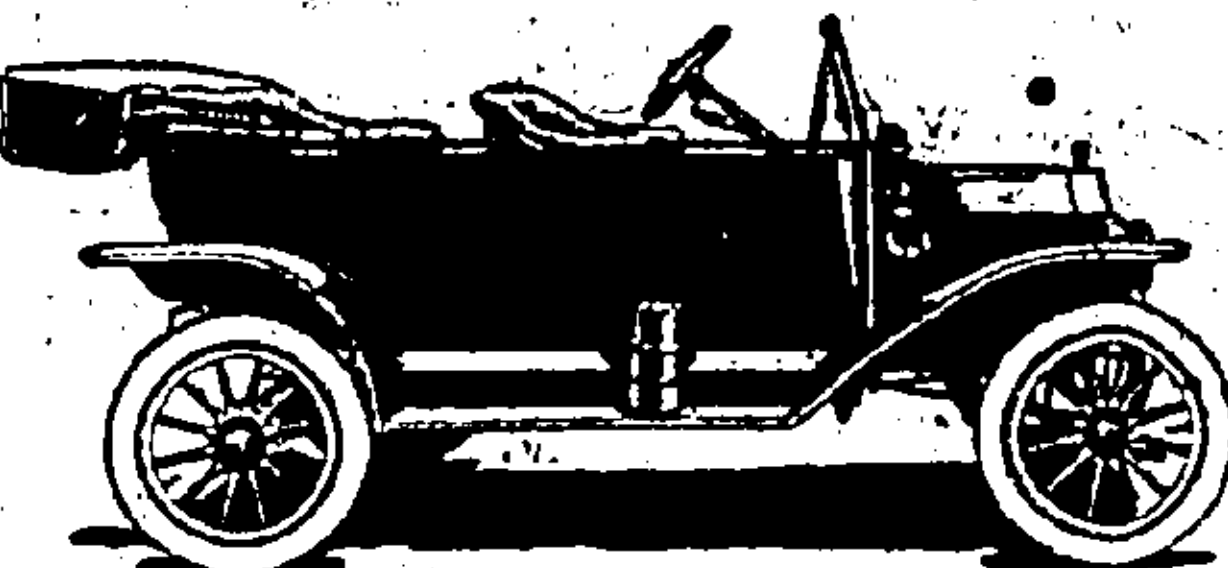
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GENERAL NEWS.

Commemoration Dollars.

100,000 of the new dollar coins, minted in Nanking to commemorate the assumption of General Feng Kuo-chang to the office of President, will be put into circulation soon.

S. R. Wager.

S. R. Wager, formerly of Shanghai, who was reported to have been arrested in the United States on a charge of being implicated with Indian sedition plots, has been released, according to reports from America. No evidence was found against him.

Police Officer's Sharp Ears.

As the result of a conversation which he happened to overhear, Police-Sergeant Johnson went to a house in Southampton-street, Camberwell, and there found two Army absentees concealed under the stairs. The men were handed over to an escort, and the quick-eyed sergeant was awarded 10s for his sagacity.

The Reichstag's Demands.

The Vossische Zeitung says that Count Hertling, the new Imperial Chancellor, has accepted the demands of the Reichstag majority to carry out Prussian Electoral Reform, abolish or mitigate the political censorship and state of siege and conduct a foreign policy on the basis of the German reply to the Pope's Peace Note.

The Siberian Route.

We learn, says the China Critic (Tientsin), from Vladivostok that passengers are still being booked to Moscow and Petrograd by the Siberian trains, and many passengers are going westward from Japan, but the through route to London is now closed, the Communication between Petrograd and Brest, through Finland and Sweden, being completely blocked.

Tientsin Officer Killed.

We regret to hear, says the P. & T. Times, that news has been received by telegram of the death, in action, of Captain W. Foley, of the Royal Irish Fusiliers, third son of Mr. and Mrs. J. E. Foley, of Tientsin. The late Captain Foley was born in Australia, but was well-known in Tientsin. Though only 21 years of age he had twice been wounded in action previously.

Historical Film.

On a day which saw from 500 to 600 shells fall on the Paris suburb of Reims, a cinema film was taken by a French staff officer of one of the schools in the shell area. Four pictures, respectively, showed the children playing, putting on their gas masks, after receiving warning, and descending into the cellars. In the fifth and sixth the children were being seen home by the teachers after a violent bombardment. Such an educational record is likely to remain unbroken.

Fallen In Action.

The late Second-Lieutenant H. B. Cook, Manchester Regiment, son of the late Rodham Home Cook, who was for many years agent of the Hongkong and Shanghai Banking Corporation at Kobe, played for the London Scottish Rugby Club, and also in a Scottish international trial match. In 1902-5 he was on the staff of the Hongkong and Shanghai Banking Corporation, and from 1905 to 1912 was in the Bombay and Burma Trading Corporation (Forest Service), acting Magistrate at Yendor, Irrawaddy River.

Li Yuan-Hung and Sun Yat-sen.

Dr. Sun Yat-sen, (says the P. & T. Times), writing on the 17th inst.) has addressed a long telegram to Li Yuan-hung urging him to come south and to oppose Tsen Chi-jai's Cabinet. Whether Li Yuan-hung would accept any circumstances to move at the suggestion of Sun Yat-sen is a question, but in the present case he has neither the option to comply nor even reply. He is taken care of now just as effectively as he was when in the Japanese Legation or when under the eye of the omnipotent Yuan. In fact ever since his emergence into politics, Li Yuan-hung has been subject to the will of others. He was forced originally to become the figurehead behind which the revolutionary party acquired eminence in Wuchang in 1911. He had the chance in the spring of this year to assert his own individuality, but he has not admitted that he was forced to follow.







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The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies: Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Sharncliffe, Canton, who have been appointed our agents there.

By Order, "HONGKONG TELEGRAPH."

## DEATH.

WEIS.—Died on the 16th Nov., at No. 3, Caine Road, Myrist, aged 10 months, beloved daughter of Mr. and Mrs. G. E. Weis.

## The Hongkong Telegraph.

HONGKONG, SATURDAY, NOVEMBER 17, 1917.

## DANGERS OF AN UNTIMELY PEACE.

We are all more or less affected by war-weariness. Day in, day out, for fully three years the war has been uppermost in our minds, until now there is no person who would not welcome peace if it could be arrived at on satisfactory terms. But no person cognizant of the true condition of affairs with regard to ourselves and the enemy can believe that the present time is opportune for the serious discussion of peace. It is as well that we should recognize this fact as it is only too apparent that those peace-at-any-price people are, even in England, redoubling their efforts to bring about a cessation of hostilities. But let us consider the facts. The general military situation is such that there is not an informed German who really believes that his country can secure any increase of territory by a prolongation of the war. They would be one and all prepared to acknowledge that this time they had failed. But equally they would declare that there was no reason why a future attempt to secure world dominion should similarly fail. "After all" they would say, "the damage we have suffered up till now, time will speedily repair. We shall get our prisoners back. We shall have discovered the cause of our failure. It is unlikely that we shall ever in the future have to face so strong a combination of foes. We have proved that we are warriors; that our system of training is right. We breed fast; we shall soon be rich again. Next time? Well next time we shall do better."

Far more than we are, the enemy is longing and striving for peace. Ask him if he would like to have another year of hostilities and he would probably answer "For Heaven's sake, no; we have no hope of this war." And are we going to play into the hands of the enemy, just because the war drags on slowly and because of its tremendous cost in men and money? What is the position of the Allies? They know that by the greatest endurance and by infinite sacrifices they have fought the war round to their favour. Their resources in men and material have been marshalled and mastered; their plans are firmly laid; their soldiers are conscious of victory; they set no bounds to their hopes; and their maximum effort, so far from being expended, is still a part of the reserve of strength for future use. But supposing you asked them, if in the case of a similar aggression twenty years hence they would be in an equally favourable position, they could not reply with a positive affirmative. The great antidote to aggression is to unmask it. To get the cards of the aggressor on the table is half way to defeating him; but a clever and well-timed attack in the future might find the forces of resistance unready. The Allies are keyed up to victory. Their motto is: "Now or never"; the German motto is "Next time."

Should we cry peace, when there can be no peace? Shall we fall into the most obvious trap ever set by knaves for fools? Set by a criminal power already breaking under the splendid and intolerable strain which the free peoples of the world have imposed upon her? The historian would not spare us. He would, when he comes to consider the position of the belligerents at the close of 1917, be forced to proclaim that we had the Germans at our mercy. If he had to consider this peace conference—which the courage of the Allies must prevent—he would proclaim quite as loudly that it was one of the most curious and at the same time most sinister betrayals in the history of the world—betrayal of the dead, the living, and those yet to be born.

## Defeating the U-boat.

Those who have been anxiously longing for some evidence of the successful countering of the submarine menace will find much satisfaction in the latest shipping returns issued by the British Admiralty. These show that for the past week only six British vessels fell a victim to the U-boats, of which five were under the 1,600-ton standard. This is the smallest "bag" which the submarines have scored for a very long time past, it is indeed, it is not the lowest total recorded since intense submarine began. We have looked up the returns for every week so far back as the beginning of April, and in not a single instance is there anywhere a total less than two figures. During October the sinkings varied between 18 and 25, but if we go back to April we find two weeks in which more than 50 ships were accounted for. The fact, therefore, that we have succeeded in reducing the figure down to a mere six vessels is some proof of the success of the measures which are being taken. One fact to be noticed in the latest returns is that no fewer than eight steamers successfully resisted attack, and that, too, is a circumstance which suggests that we are finding a radical solution of the problem at this time goes on. We have been assured by Admiralty officials that the measures will give way to the methods being employed to cope with it, and if the present rate of progress is maintained it should not be long before it can be said that we have for all practical purposes completely mastered it.

Ladies and Tennis. Those interested in tennis—and in Hongkong their name is legion—will have noticed with much interest the draw for the Ladies' Championship Singles which we printed in our issue of yesterday. A Ladies' Championship is quite a new departure in local tennis, and the Ladies' Recreation Club who have been commended for having taken the initiative in the matter. We could have hoped that there had been a wider response to the invitation sent to the various Clubs, for not one in the Colony having ladies on its membership roll was overlooked. The idea of the organizers was to make it a real open Championship, and, since everybody was approached, that is what it is. All the same, as sixteen Clubs were communicated with, it was natural to expect that more than the four actually participating would respond. However, there are close on a score of ladies entered, and, as a beginning, that is not at all bad. Innovations take some time to "catch on," and no doubt by another year there will be more aspirants for championship honours.

## Press Censorship.

The general public has, we fear, a very hazy conception of the handicaps under which the Press has laboured during the war and is still labouring because of the strictness of the censorship regulations which have been drawn up to control it. At first, the restrictions, being totally foreign to British traditions, were far harder to bear than they now are, both by reason of the novelty of the experience to newspaper men and also, it must be said, because of the absurd way in which they were applied. Some of the blunders which were made, both at Home and locally, are almost unbelievable. But these are days when we have all learned to become accustomed to almost anything, and in regard to the censorship it can be said that both the authorities and the Press have now more or less adjusted themselves to the situation. As will have been seen by a news item which appeared in our columns yesterday, Mr. Samuel, who in the early days of the war was responsible for the administration of the censorship, has recently paid a tribute to the readiness of the Press to grant patriotism before its own advantages. All editors realize that the censorship is a necessity, however unpleasant it may be, and, with but very few exceptions, they always have been willing to assist the authorities in their attempt at observing it. All the same, there will be great relief felt when the day comes on which the freedom of the Press will be restored "unqualified and untrammelled."

## DAY BY DAY.

THE NOBLEST WORD IN THE CATALOGUE OF SOCIAL VIRTUES IS "LOYALTY"—Ruskin.

Monday's Anniversary. Monday is the anniversary of the birth of Ferdinand de Lesseps, the builder of the Suez Canal.

The Dollar. The opening rate of the dollar on demand to-day was 2s. 10.7/8d. The closing rate will be found on Page 1.

Bishop Lander. The Bishop of Victoria will to-morrow (Sunday) preach at St. John's Cathedral in the evening.

Qualified Auditor. The name of Mr. H. H. Cook, C.A., has been added to the list of those qualified to act as an auditor under the Companies Ordinance.

North Borneo Extradition. His Majesty the King has not been advised to exercise his power of disallowance with respect to an Ordinance to repeal the North Borneo Extradition Ordinance, 1896.

Harvest Thanksgiving. The Services at Union Church on Sunday will be specially for Harvest Thanksgiving and will be conducted by the Rev. Kirk Macintosh. Fruit and flowers which are contributed will be sent afterwards to the Naval and Military Hospitals, and the collections will be in aid of the Alice Memorial and Affiliated Hospitals.

Attack on a Lighter. A Chinese woman has reported to the Police that while she and her husband were asleep on a Taikoo Sugar Refinery lighter last night, three men entered the cabin in which they were sleeping. Two of the men got hold of her and one of them took \$130 out of her pocket. Her husband has been conveyed to the Hospital suffering from several cuts on the head, inflicted by the men.

The "Court Cards." Last night's performance at the Theatre Royal attracted another highly appreciative audience, who thoroughly enjoyed every item of the programme first submitted on Thursday evening. In it every member of the Company had many opportunities of proving his or her talent, and each and all of them displayed admirable versatility. To-night the "Court Cards" conclude their present visit to the Colony, and on this occasion the programme will take the form of a pot-pourri of favourite items.

Land Resumption. It is notified that the Board of Arbitrators, appointed to determine the amount of compensation to be paid in respect of the resumption of certain lots in Cheung Sha Wan, is constituted as follows:—Mr. Charles Henry Gale, (Chairman) and Mr. Eric William Hamilton, appointed by His Excellency the Governor. Mr. Col. Arthur Chapman, V.D., Nominated by the Chairman on behalf of the owners. The second meeting of the Board will be held at the Office of the Assistant District Officer, South, on Monday, the 26th instant.

Contractor Prosecuted. A building contractor was summoned by Mr. Sars, building inspector of the Public Works Department before Mr. Dyer Ball yesterday, for using defective concrete in a retaining wall which is being erected in Queen's Road East. It was stated that the concrete used for the binding was very defective. Good concrete should be composed of one part of cement two parts of sand and three of granite. In this case the granite was decomposed and merely like earth, causing the mixture to lose its binding properties. It was quite possible for such a wall to collapse. Defendant said that his concrete was made of one part cement three parts of sand and five of stones. Mr. Sars stated that that mixture was good enough if the materials were good, but the granite was decomposed. His Worship decided to visit the spot, and adjourned the case.

## "RESULT NOT IN DOUBT."

General Smuts on the War Outlook.

The Paris Journal recently published an interesting interview which the London representative of the paper has had with General Smuts, in the course of which reference is made to the "most loyal and the most efficacious help" which the gallant General has rendered to his old antagonists of fifteen years before the war with Germany began.

"You are a soldier," the journalist said to the General, consequently able to understand the situation on a purely military point of view. You are also a member of the War Cabinet, consequently with a knowledge of all the factors which have an influence on the events. You don't expect anything from politics; you don't owe anything to any party.

The correspondent then asked: "How does the future look? What is really the military situation? Why did we progress, and are we still progressing, so slowly?" The General replied:

What you call our semi-mobility of to-day is the result of our mistake of yesterday, a fundamental mistake which consisted in believing one thing only was of importance—effectiveness. Now this war is above all a war of machinery. If we have discovered it a bit late the harm is now repairing, and the superiority is ours. This is why we may have been slow in starting to go forward. Why we do not progress with as much speed as some would like is because this use of the machinery of war common to the assailants and the defenders helps very much the defensive and renders a quick victory impossible, as is proved by the example of Verdun, where the French, although with their back to the wall, have resisted countless assaults carried out desperately and without regard to their cost.

Instructed by experience, we have adopted in France tactics which may not be very showy, but the results of which are, so to speak, mathematically certain. It consists in progressing by advances strictly limited on ground rendered impossible to hold by the superiority of our artillery. They cost a minimum to us, and they inflict on the enemy the maximum of losses. This offensive is slow by definition, but it is sure, and we are pursuing it, and will pursue it without rest. If the public understand these methods and their success, there is no more question as to who is winning, and that the nations at the rear must only arm themselves with patience.

The military situation, then, is satisfactory. At the beginning of the war we might have estimated that victory would be composed of 100 per cent. of military success, but three years of war have modified this proportion, and other elements are entering in line. When we consider these elements the issue is no more in doubt. To-day we have won, and the Germans know it quite well. Yesterday their directing class understood it. To-morrow there will not be in the German empire a single man who will not understand it also.

The final result of the persistent pressure of our Army is well anticipated over there, in spite of reassuring communications. Can anybody doubt the feelings of increasing terror of the enemy in seeing the nations, the smallest like the largest and the most free, side one by one against her? In seeing also the financial markets shut to her, her economic future desperately compromised, the name of Germany every day becoming more odious.

The military victories of Germany in the East cannot make up for her defeat in a world sense. Peace may be near or may be far off, but the issue is no longer in doubt. Peace! There is nothing to which Germany aspires more ardently, so much does she feel that her cause is hopeless. But for us, before we even think of it, we must be certain to be able to end for ever the military imperialism which caused this war.

In spite of the horrors and of the carnage, we must continue till the lesson is grave deep in

## 1892.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for the week ending November 24, 1892.)

The Dollar. Nov. 17.—The rate of the dollar on demand to-day is 2/9.

Capt. Jones. Nov. 18.—We hear that Mr. Jones, one of the most experienced officers in the Australasian trade, is to be appointed to the command of the China Navigation Co.'s steamer Oblique, vice Captain A. Hunt retired.

The Exchange Problem. Nov. 18.—The Hongkong Chamber of Commerce will hold a meeting to-morrow to consider the advisability of joining in the cry for Government action to render exchange as steady as possible. The only wonder is that there is any need to point out what has for a long time been a great and increasing evil. Something will have to be done; what particular thing nobody seems able to say.

Bank Fire. Nov. 19.—A little after 11.30 last night some of the "clerks and other gentlemen" (as General Gordon says) in the Hongkong and Shanghai Bank premises managed to raise a cloud of smoke in one of the bedrooms. All danger was soon disposed of by emptying the contents of a few water-jugs about the place; fire bells rang out all over the Colony, and the Brigade rushed up in full force—and then went home again.

Special Jurors. Nov. 21.—Miss Canosiboy—What becomes of the poor creatures you discharge as "harmless"? Asylum Manager—Oh; they have an easy time. They become Hongkong special-jurors.

The Tiger. Nov. 21.—Three Hongkong sportsmen while shooting at Castle Peak yesterday came across the very recent tracks of a genuine tiger. The footprints, which were made in soft-b ground, were each about 8 or 7 inches across, as nearly as could be judged, and could be traced for a long way. In one place the brute had made a spring of about 20 feet. Naturally the shooting party, armed only for small game, didn't try very hard to find him. A villager reported that the beast had early that morning carried off one his fowls.

Nov. 22.—A local sport informs us that the tiger whose tracks were seen at Castle Peak on Sunday was his big black dog, whose feet are about the size of a young elephant!

The Hongkong Hotel. Nov. 23.—His Excellency the Governor and Lady Robinson paid a special visit to the Hongkong Hotel yesterday afternoon and were conducted over the new building, which will be thrown open to the public in a day or two, by Mr. Robert Lyall, the secretary, and Mr. E. Tucker, the energetic manager, to whose unceasing exertions Hongkong owes what is probably the finest hotel in Asia. Sir William Robinson, after a careful survey of the entire premises, expressed himself as highly pleased with all that he had seen, and made special reference to the admirable sanitary arrangements of the new building.

Funeral of Mr. Champion. About a thousand citizens of Koochi attended the funeral of Mr. Frank Champion, the American aviator who was recently killed in that city. The Japanese are raising a fund to send to the deceased's family in America.

the heart of the German people. Before accepting any form of peace, those who have charge of the government of the nations will have to think carefully about its terms, because from the peace which we sign will depend for generations the peace and the happiness of the whole world. The stakes are the largest which humanity has ever known; and we only want now patience and confidence to be certain that these stakes shall be ours.

## TO-DAY'S MISCELLANY.

A soldier writes to a Home paper regarding the army's vocabulary as follows:—The word "clink" for the guardroom, I think, is called by most soldiers the "mush," and C.B. (confined to barracks) is generally known as "jankers." The word "rootie" is often used for bread, but for cakes "wad" is used, and for tea the word "ohar." Thus a Tommy will invite his ohum into the Y.M.C.A. for "wade and char." The derivation of these words I cannot trace, nor another well-known army name—i.e., "posse," which means jam. "Stonebitch" denotes that a person is not quite mentally right, and I have heard an old soldier derive the phrase from "Colney Hatch."

Another writer says that it is not only in, as it were, unofficial directions that army life will leave its mark on English speech, but doubtless the official nomenclature of the army will be adopted for use in business offices. For instance, in the ordinary room they never make a "lin" of names. Such a thing is called a "nominal roll," and the advertiser of the future will be likely to boast that "on the long nominal roll of our patrons there is not one who is sorry he 'indented' upon us," for "indented" is army for "ordered." Similarly, the head of the store in any large establishment will doubtless in the blessed days of the coming peace be referred to as a "quitter block," and the managing director will be the "O.O.", which the board of directors over which he presides will become the "orderly-room." A comrade who has read these prognostications says that in any event he does not propose, in the presence of his civilian superior, to "clink his blinking heels."

Sir Auckland Geddes is not fortunate in some of his friends. His recent man-of-war statement was an able and rather sensible pronouncement on a very difficult subject. But some of the self-appointed annotators go far beyond their text. Thus a very respectable Sunday paper was assuring its readers that "it is only the fringes of our economic life that have been disturbed, whereas in France and Germany there has been a complete transformation." The inference, apparently, to be drawn is that we are to reduce our industries to the state of suspended animation which exists in industrial France and Germany—"we need not look for victory without it." As it is the activity of British industry which practically alone enables the Allies to carry on the war at all, one cannot see how we can look for victory with it. To be sure, the day we get our industries on this "war footing" the war will be over, but hardly in the sense which the writer anticipates.

A true though almost incredible story is narrated in "London Opinion." A British officer, following up the German retreat from the Somme, entered a church and found a black cat secured by a wire to the crucifix. The poor, starved animal was screaming piteously. The officer, without thinking of anything but the cruelty to the poor beast, ordered one of his men to cut the wire and release it. The man cut the first wire, and an explosion immediately followed, blowing the man, the crucifix and the cat into fragments.

The day of secret military reports is over. No officer now can be, stollenboobed without knowing first what black mark has been put beside his name and why. It is understood that the effect of new instructions issued by the military authorities is to ensure that an officer who is being reported upon by a superior shall have the opportunity first of setting the report and, as evidence that he has seen it, initialling it. A very wise step, in our opinion, for even with the best of intentions it is possible for a G.O. to do a subordinate an injustice unless the latter has the chance of setting the record against him first.



"LITTLE WILLY."

A Berlin Journal's Flattery.

The Champagne correspondent of that superlatively Berlin journal, *Deutsche Tageszeitung*, describing the "victories" he had seen along the Chemin des Dames, was lyrical in praise of the Crown Prince. Writing of one of "Little Willy's" successes, he says:

"We had the blessed feeling of having once more protected the marches of the Fatherland, house and home, wife and child, from the invasion of the French hordes, with their savage companions in atrocity and cunning. The community of the German people, from its monarch down to the simple soldier, was soon to find its highest expression, for suddenly we heard the news that our leader, the Crown Prince, was on his way to see us and thank us. Across my mind flashed a picture of those unforgettable days at the time of the declaration of war. The Crown Prince came from his father, who had just given him command of an army. His open carriage could hardly move through the crowd, and suddenly hands were stretched out from all sides to press his. Only one idea then mastered the enthusiastic crowd. With God for King and Fatherland, with God for Emperor and Empire! God protect the Heir to the Throne!"

"We had not long to wait before the Heir to the Throne arrived. As his gaze passed over us, his clear Hohenzollern eyes showed the same fire and seriousness as on that day in Berlin. Just as he walked into the middle of the square which we formed the sun burst through the clouds, and as the Heir to the German Crown stood there slim and upright in the brilliant light, his likeness to the pictures of Frederick the Great was once more remarkably striking. . . . For me the picture of this Hohenzollern Prince, now ripened into a serious man, our future Kaiser, is unforgettable. It sits in me the memory of the great history of the House of Hohenzollern, and gives me firm confidence in its future. Without the Hohenzollerns, no Prussia; without Prussia, no Germany."

ST. JOHN AMBULANCE BRIGADE.

Orders issued to-day by Mr. E. Ralphs state:—

Promotion.  
The following promotion is made subject to the approval of Major-General J. C. Dal-on, Chief Commissioner:— Lance-Corporal Wei Kan to be Corporal.

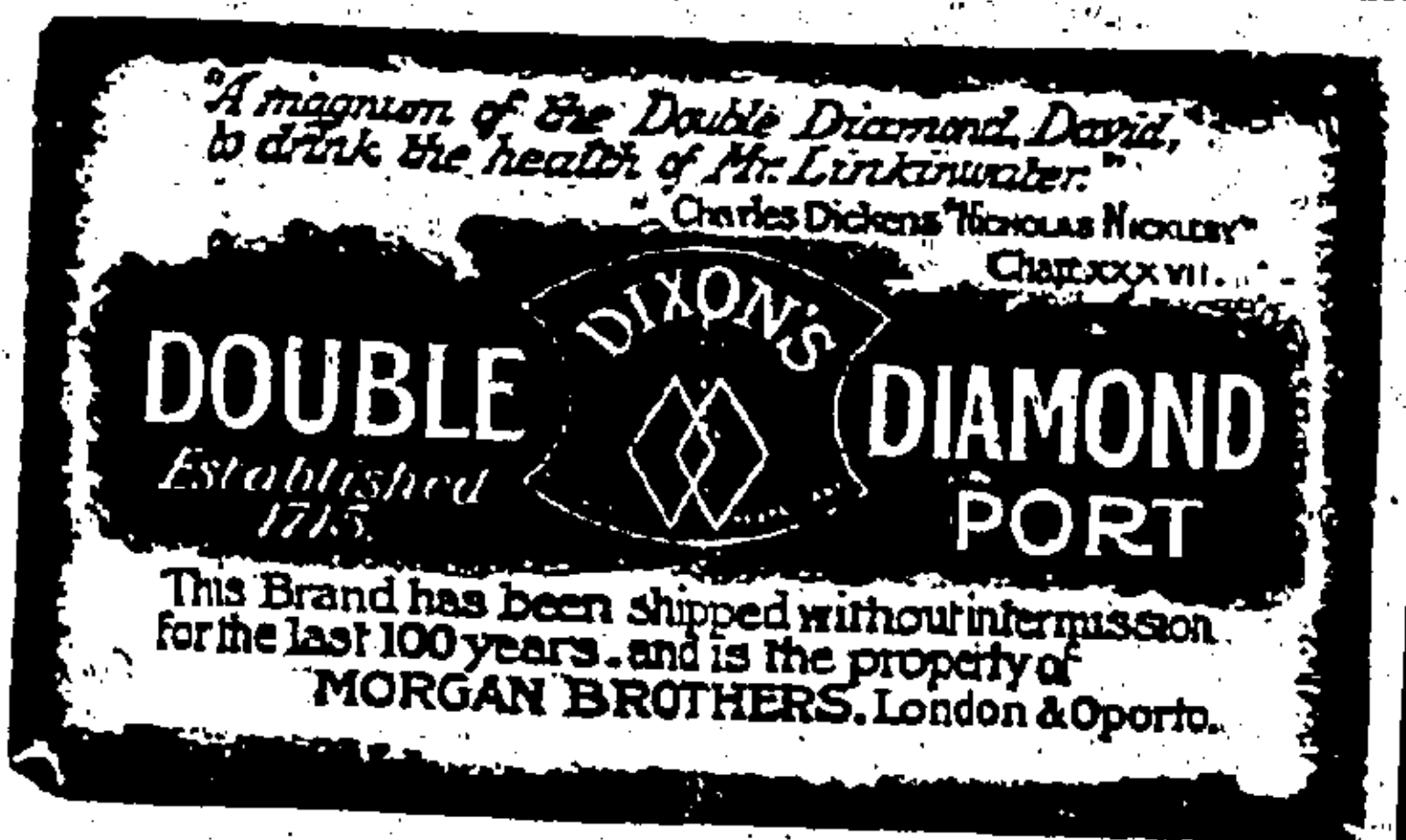
Y.M.C.A. Division.  
Tuesday, November 20th.—8 p.m. Squad and Stretcher Drill.  
Thursday, November 22nd.—8 p.m. Squad and Stretcher Drill.  
Sallying Division.  
Wednesday, November 21st.—2 p.m. Band Practice.  
Saturday, November 24th.—2 p.m. Band Practice.

Queen's College Division.  
"A" Section.  
Thursday, November 22nd.—120 p.m. Bandaging Practice.  
Friday, November 23rd.—4 30 p.m. Squad and Stretcher Drill.  
"B" Section. (Recruit).  
Monday, November 19th.—4 30 p.m. First Aid Class.  
Tuesday, November 20th.—120 p.m. Squad Drill.  
Thursday, November 21st.—4 30 p.m. First Aid Class.  
Friday, November 23rd.—4 30 p.m. Squad Drill.

Victoria Division.  
Thursday, November 21st.—5 15 p.m. Squad and Stretcher Drill.

Changes at Tientsin.  
Mr. G. W. Sheppard, who has been transferred from Tientsin to the Shanghai office of Messrs. Jardine Matheson and Co. Ltd., left Tientsin for Japan, where he will enjoy a brief holiday before taking up his new duties. Mr. Ross has succeeded him at Tientsin on the 29th ult. as manager, and Mr. Carter will take his place as Chairman of the Tientsin B. M. Committee—China Office.

A HISTORICAL PORT



CAN BE HAD FROM ALL WINE AND SPIRIT MERCHANTS.

SOLE AGENTS:  
**H. RUTTONJEE & SON,**  
16, Queen's Road.

HONGKONG TRADE.

Chamber of Commerce Report.

The Fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, under date of the 16th inst., states:—

Cotton Piece Goods and Fancy Cotton Goods.—There is an entire absence of demand and no new sales have been effected from first hands during the interval. The home market is very strong and current quotations exceed previous records. Cotton was quoted 22 1/2d on the 12th inst.

Cotton Yarn.—Bombay is very strong and has affected this market to the extent of about \$5. A fair amount of business has been put through here. Quotations are nominally:—No. 10s at \$135/170. No. 12s at \$150/172. No. 16s at \$180/190. No. 20s at \$185/215. Arrivals 9,500 bales. Sales 6,000 bales. Shipments 200 bales. Unsold stock 10,500 bales. Bargains 19,000 bales.

Woolens.—Clearances are moderate, but no new business reported. Blankets are in demand, but only small supplies are available, and deliveries from home appear to be greatly delayed.

Canton silk.—Messrs. Herbert Dent and Co., in their report dated October 6, say:—Stock:—3,000 bales. Market.—Silk.—Throughout the fortnight under review there was a small steady demand for France, increasing somewhat in volume as exchange dropped. One or two large operators have also bought for America; 14/16 and 22/28 drs. being equally enquired for.

The sixth crop is expected to give a large yield. Prices are steady at quotations but are inclined to advance somewhat as exchange falls. When purchases of sixth crop cocoons have been effected it seems quite probable that there may be slight advance in prices.

Waste.—Steady.  
Raw Cottons.—A slight advance has taken place, bringing up the quotations for Indian Cotton to \$48/50 and for China Staple \$47/56 per picul.

TO-DAY'S ADVERTISEMENTS.

G. R.

PARTICULARS, and CONDITIONS of the letting by Public Auction Sale, to be held on Monday, the 26th day of November, 1917, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of One Lot of Crown Land at Nathan Road, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Section	Area	Boundary	Remarks
1	1/2 Acre	Boundary as shown on plan	Part of Lot 1, Kowloon
2	1/2 Acre	Boundary as shown on plan	Part of Lot 2, Kowloon
3	1/2 Acre	Boundary as shown on plan	Part of Lot 3, Kowloon
4	1/2 Acre	Boundary as shown on plan	Part of Lot 4, Kowloon
5	1/2 Acre	Boundary as shown on plan	Part of Lot 5, Kowloon
6	1/2 Acre	Boundary as shown on plan	Part of Lot 6, Kowloon
7	1/2 Acre	Boundary as shown on plan	Part of Lot 7, Kowloon
8	1/2 Acre	Boundary as shown on plan	Part of Lot 8, Kowloon
9	1/2 Acre	Boundary as shown on plan	Part of Lot 9, Kowloon
10	1/2 Acre	Boundary as shown on plan	Part of Lot 10, Kowloon

ST. ANDREW'S FAIR.

Will the ladies who have offered to send cakes, scones, puddings and sweets etc. to the "Heather Day" stall kindly let Miss Anton have them in the Fair Grounds on the morning of November 30th between the hours of 10 A.M. to 12 NOON.

It will facilitate matters if other articles are sent before that date to the Conveners of the several Districts, viz:—  
Mrs. Milroy.....West Point  
Mrs. Shaw.....East Point  
Mrs. Templeton.....Quarry Bay  
Miss Neave.....Kowloon  
Mrs. Chatham.....The Peak  
Mrs. Black.....Central District.

Hour Market Report.—Stock:—About 250,000 sacks. Quotations:—American Patent \$4.65 per sack; American Out off 3.40 per sack; Japanese 2nd Patent 3.60 per sack; Japanese 3rd Patent 2.95 per sack; Japanese Straight 3.05 per sack; Shanghai Flour 3.05 per sack; Australian Flour 4.25 per sack.

Metals.—No new business to report; enquiries for forward business absent. Prices continue nominal; tinplates owing to absence of demand are lower locally; steel plates are steady at round \$30. Bars and nails quiet. Sugar.—Market quiet, influenced by political situation in Kwangtung.

DAIRY FARM NEWS

POULTRY.

OUR  
HOUSE FED CAPONS  
AND  
CHICKENS

ARE THE BEST IN THE EAST  
TENDER EATING, DELICATE FLAVOUR—TRY THEM.

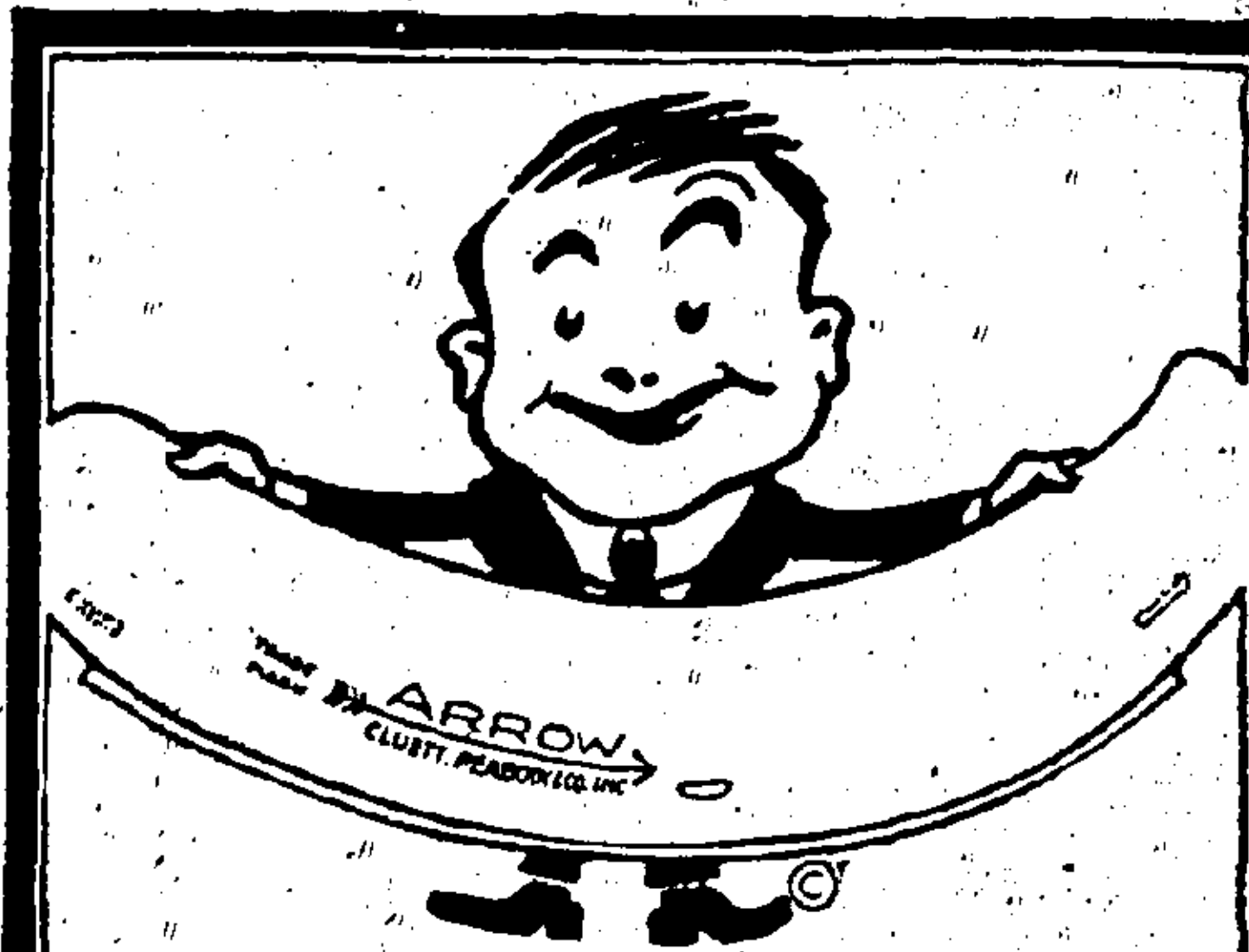
JUST TO HAND  
A SUPPLY OF  
CHRISTMAS CARDS  
IN SIMPLE STYLES  
SOUTH CHINA MORNING POST, LTD.  
3, Wyndham Street. Tel. 440.

MAISON LILY

LADIES' FRENCH  
DRESSMAKER AND MILLINER,  
EVERYTHING FOR LADIES' WEAR.

ALL KINDS OF MATERIAL AND TRIMMING FOR  
EVENING DRESSES  
EVENING CLOAKS.  
ETC., ETC.,

TO-DAY'S NEW ADVERTISEMENT



ARROW COLLARS  
are free from  
specks and stains  
and laundry faults  
than other collars  
STOCKED BY  
MACKINTOSH & CO., LTD.  
AND  
TAK CHEONG.

CAMP REQUISITES

KHAKI FLANNEL SHIRTS.

Khaki Mufflers. Khaki Gloves.

KHAKI CARDIGAN JACKETS.

Khaki Socks. Khaki Puttees.

MACKINTOSH

MEN'S WEAR SPECIALISTS,  
16, DES VŒUX ROAD. TELEPHONE NO. 9.



NOW SHOWING  
WINTER  
SUITINGS  
AND  
OVERGOATINGS.

IN MANY EXCLUSIVE DESIGNS  
AT MODERATE PRICES.  
STYLE and FIT GUARANTEED.

THE  
ANDERSON MUSIC CO., LTD.  
SOLE AGENTS  
FOR

BROADWOOD  
PIANOS

NEW MODELS JUST RECEIVED.  
SPECIALLY PREPARED FOR THIS CLIMATE  
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THE TOP NOTCH.

"King George IV"  
Scotch Whisky.



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GANDE, PRICE & CO., LTD.  
WINE MERCHANTS,  
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WILL despatch VESSELS to the Undermentioned PORTS

LONDON &amp; BOMBAY, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID &amp; MARSEILLES.

SHANGHAI, MOJI AND KOBE.

LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID &amp; MARSEILLES.

SHANGHAI, MOJI, KOBE &amp; YOKOHAMA.

LONDON &amp; BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID &amp; MARSEILLES.

WIRELESS ON ALL STEAMERS. Return tickets at a fare of 1-1/2 available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC., apply to:-

P. & O. S. N. Co.'s office  
Hongkong, 1st April, 1917.E. V. D. Parr,  
SuperintendentCANADIAN PACIFIC  
OCEAN SERVICES  
LIMITEDQUICKEST TIME ACROSS THE PACIFIC  
To Canada, United States and Europe via VancouverIn connection with the Canadian Pacific Railway.  
EMPRESS OF ASIA. EMPRESS OF RUSSIA.30,625 tons displacement. 30,625 tons displacement.  
Electric Light in Every Cabin. Electric Light in Every Berth.  
One, Two and Three-Room Suites with Private Bath.  
Laundry—Gymnasium—Verandah Cafe.EMPRESS OF JAPAN. MONTEAGLE.  
11,000 tons displacement. 12,000 tons displacement.  
Twin Screw Steel Steamships, with Modern Accommodations.  
Excellent Table. Redwood First Class Fare.  
All "Monteagle" calls at Moji instead of Nagasaki. All STEAMERS call at Shanghai both East and West Bound.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and the United States, also to Pacific Coast Ports, European Ports and the West Indies.

For information as to Passage Fares, Freight Rates, etc. apply to Agents:

HONGKONG—MANILA—SHANGHAI—NAGASAKI—MOJI—Kobe—YOKOHAMA.  
J. H. SHAW, General Agent, Passenger Department, Hong Kong. J. H. WALLACE, General Agent, Hong Kong.

## BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between  
SHANGHAI and JAPAN PORTS.

EASTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,  
Hongkong, Sept. 24, 1917. Agents.

## "ELLERMAN" LINE.

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS  
TO  
UNITED KINGDOM AND CONTINENT.

For particulars of sailings shippers are requested to approach the undersigned.

Steamers proceed via Cape of Good Hope.  
Subject to change without notice.THE BANK LINE, LTD.,  
General Agents,or to REISS & Co, Canton  
Hongkong, Jan. 2, 1917.

## MOTOR CARS

FOR SALE OR HIRE  
ORDERS BOOKED IN ADVANCE APPLY:-  
EXILE GARAGE

TEL. No. 1043.

DEE YUUX ROAD.

## SHIPPING

## NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
LONDON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Madeira, VICTORIA, B.C., & SEATTLE via Shanghai, Moji, Kobe, Yokkaichi, & Yokohama.	\$ Tokiwa Maru Capt. Ogura	T. 15.130 (SATUR., 8th Dec., at noon.
SHANGHAI, Kobe and Yokohama.	\$ Kashima Maru Capt. Tozawa	T. 21.000 (THURS., 22nd Nov., at 11 a.m.
SHANGHAI, Kobe and Yokohama.	\$ Mishima Maru Capt. Nishimura	T. 16.000 (MON., 3rd Dec., at 11 a.m.
SHANGHAI, Kobe and Yokohama.	\$ Suwa Maru Capt. Sekine	T. 21.000 (FRI., 14th Dec., at 11 a.m.
NAGASAKI, Kobe and Yokohama.	\$ Tango Maru Capt. Soyeda	T. 13.500 (MON., 19th Nov., at 11 a.m.

SHANGHAI, Kobe and Yokohama.	\$ Benlen Maru Capt. Yamamoto	T. 8.000 (SATURDAY, 1st Dec.
Kobe	\$ Tolomi Maru Capt. Araki	T. 8.000 (SUNDAY, 2nd Dec.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL (CARGO ONLY).

NEW YORK via Shanghai, Kobe, Yokohama, San Francisco, Panama and Colon.  
\$ Wireless Telegraphy. NIPPON YUSEN KAISHA.  
Telephone Nos. 292 & 293. B. MORI, Manager.

## TOYO KISEN KAISHA.

SAN FRANCISCO LINE  
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Steamers.	Tons.	Leave Hongkong.
SHINYO MARU	22,000	3rd Nov.
PERSIA MARU	19,000	7th Dec.
KOREA MARU	18,000	19th Dec.
SIBERIA MARU	18,000	31st Dec.
YAMATO MARU	22,000	11th Jan.
NIPPON MARU	11,000	23rd Jan.

The S.S. "NIPPON MARU" and S.S. "PERSIA MARU" call at Shanghai.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARIKA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.  
Steamers: ARYO MARU 12,000, KIVO MARU 14,000, SEIYO MARU 14,000.

These are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co. Passengers may travel by rail between ports of call in Japan free of charge. For full information as to rates, sailings, etc. apply to

T. DAIGO, Agent, KING'S BUILDINGS, Telephone Nos. 2374 &amp; 2375.

## JAVA PACIFIC LINE

OF THE  
JAVA-CHINA-JAPAN LIJN.

Monthly Service between MANILA, HONGKONG AND SAN FRANCISCO. Next sailings for SAN FRANCISCO via NAGASAKI. Subject to change without Notice.

Sailing from Hongkong to San Francisco. S.S. Bintang 17th Nov. S.S. Arakan 17th Nov.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY. The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon. Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

For particulars of Freight and Passage, apply to:—  
JAVA-CHINA-JAPAN LIJN, Managing Agents, Hongkong, York Buildings.

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS: S.S. CHINA. WILL SAIL FROM HONGKONG FOR SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; HONOLULU. NOVEMBER 16, 1917 &amp; JANUARY 26, 1918.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent, Prince's Buildings, Ice House Street. Tel. 1934.

## THE ROYAL MAIL STEAM PACKET COMPANY.

Owners of The "SHIRE" Line of Steamers.

FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND INTERMEDIATE PORTS. Please Apply to JARDINE, MATHESON &amp; CO., LTD.

Telephone No. 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500.

## SHIPPING

## C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
AMOY & SHANGHAI	Shengking	18th Nov. at 4 p.m.
SHANGHAI	Sinkiang	22nd Nov. at 3 p.m.
SHANGHAI	Anhui	24th Nov. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS. Excellent Saloon accommodation Amidships; Electric Light and Fans in Saloon and State-rooms.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation Amidships; Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD &amp; SWIRE, Agents.

Telephone No. 35.

Hongkong November 16, 1917.

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	To
Tijmanoeck	Amoy	20th Nov.	25th Nov.	Shanghai
Tijpanas	Moji	24th Nov.	26th Nov.	—
Tijliwong	—	6th Dec.	8th Dec.	—
Tijbodas	—	3rd Dec.	9th Dec.	Kobe

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

Telephone No. 1674.

York Building.

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW AND RETURN.

(Occupying 9 to 10 days.)  
Steamships: Haihong... J. W. Evans... Leaving: 18th Nov., at 10 a.m.  
Haitan... A. E. Hodgins... TUES., 20th Nov., at noon.

FOR SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik &amp; Co., General Managers.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration)

For	Steamship	On
HAIPHONG	Loksang	Sun., 18th Nov. at 7 a.m.
SANDAKAN	Mausang	Tues., 20th Nov. at noon.
SHANGHAI via Fohow	Wohsang	Fri., 23rd Nov. at 11 a.m.
MANILA	Tuansang	Sat., 24th Nov. at 3 p.m.
MANILA	Loongsang	Fri., 30th Nov. at 3 p.m.

CALCUTTA LINE—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with Electric Light and carry a fully qualified surgeon. This line is temporarily discontinued owing to the war.

Particulars on application.

SHANGHAI LINE—Sailing approximately every two days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through bills can be obtained for Northern and Yangtze Ports via Shanghai.

Through bills of lading are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at above when convenient.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up to date accommodation for passengers.

Cargo taken on through Bills of Lading for Kuda, Jesselton, Labuan, Tawau and Lahad Datt.

TIENTSIN LINE—A regular service is run from March to October between Hongkong and Tientsin calling at Waihai and Chiao.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE, MATHESON &amp; CO., LTD.

Telephone No. 215.

General Managers.

## AMERICAN EXPRESS COMPANY.

Branches and Agencies in all parts of the Commercial World.

BANKERS. FORWARDERS. TOURIST AGENTS.

AMERICAN EXPRESS TRAVELLERS' CHECKS. The best form in which to carry your money.

12, QUEEN'S ROAD, CENTRAL, TEL. NO. 2000.

## SHIPPING NEWS.

Norwegian Shipping. Norwegian shipowners propose to place large orders for ships with the Japanese shipyards. During the current year up to date Norway has lost 334 ships, aggregating 538,000 tons. According to "Morgenbladet" the Norwegian risks of war insurance premiums have been reduced in regard to the transatlantic routes, insurance only being insisted upon for technical reasons.

## Unparalleled Freight.

The great and growing scarcity of tonnage which developed during the war period became a national problem of the first importance, says "The Compendium" to solve which a Controller of Shipping was appointed in January, 1917, with large powers to take over the control of the entire British fleet, as well as of all the shipyards producing merchant vessels. This shortage of shipping has been felt in every branch of the freight market and has been responsible not only for a rise in freights to wholly unprecedented figures, but also for the introduction of limitation schemes designed to keep the country supplied with foodstuffs and raw materials and France and Italy provided with coal—arrangements which quite good in their way, have, nevertheless, failed to control neutral shipping and have, in effect, resulted in two sets of freights, one, the lower for British and Allied ships, and another, the higher, and much the higher, for vessels flying the neutral flag. Neutrals, wherever possible, sought the extravagant open market rates ruling for non-limitation ports, and even when scheduled for the French ports, securing double the rates allowed to Allied vessels. The result is that market rates everywhere attained unparalleled figures. To take coal freights first, reference will show that Alexandria, for example, has risen to 140s from Cardiff, an advance of 135s 11d on the lowest rate of 1914, and Genoa to 100s, an advance of 94s, but both are easily eclipsed by Barcelona, which has risen to 220s, an advance of no less than 212s 6d, while Bilbao also shows a corresponding advance, amounting to 120s 11d. Even the French ports, in spite of limitation rates; register advances (in the scheduled rates for neutrals of 79 to 89 francs for the Bay, and of 43s to 44s for the Channel ports. From the Tyne the rates have been equally high, indeed, often higher, Port Said, as an instance, reaching 200s, Genoa 160s, Barcelona 215s, Bilbao 140s, while for Scandinavian ports, rates have risen to 200 kroner and over. "Journal of Commerce."

## Baron Den on the Shipping Control Ordinance.

At a meeting of the Associated Chambers of Commerce held in Tokyo on October 29, Baron Den, Minister of Communications, spoke on the working of the Shipping Control Ordinance recently promulgated by the Japanese Government. By way of a preliminary (the "Herald of Asia" states) he reviewed the economic situation in other countries, saying that he had expected that economic rivalry, which will follow the conflict of arms, might appear in one form or another at any time. The prohibition on the exportation of wool has since been declared in Australia, followed by the American embargo on steel. On the American prohibition on steel, however, he observed that this came not from an economic motive but apparently from the necessity of self-defence in carrying on the war. The Baron, as well as the Minister of Agriculture and Commerce, urged the importance of measures being taken to ensure the country's self-sufficiency in respect of the steel supply. Japan cannot, said the Baron, make special payments for Indian cotton for long, since America has prohibited the exportation of gold. The balance of accounts must, therefore, be kept up by increased exportation of commodities to India. From this consideration, the authorities transferred the N. Y. K. steamship Tientsin Maru to the Indian route, on the enforcement of the Shipping Control Ordinance. In enforcing this ordinance, the authorities are permitting the use of ships in the transportation between foreign ports, on condition that these ships call, on their voyage, at Japanese ports with cargoes for Japan. Baron Den stated that the charter and sale of ships to foreigners would be permitted when the vessels were put in the Allied service, and no longer in this, but he did not think any such concession would be made.



## NOTICES.

WELLS FARGO & CO.  
EXPRESS.

FORWARDERS TO ALL PARTS OF THE  
WORLD. SPECIAL ATTENTION GIVEN TO THE  
SHIPPING OF TOURISTS' BAGGAGE AND PUR-  
CHASES. TRAVELLERS' CHEQUES CASHED.

B. MONTEITH WEBB & CO., Representatives.  
FORWARDING DEPT.  
1a, Chater Road. Phone No. 1500.

## KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO.)

This vessel plies regularly between HONGKONG & BELAWAN  
OBELI (Sumatra) via Swatow.  
Next Sailings from Hongkong:

This vessel has excellent cabin accommodation for a limited  
number of passengers, is fitted with all modern conveniences  
and carries a duly qualified surgeon.  
For freight and passage apply to—  
Yok Building, Tel. 1574. JAVA-CHINA-JAPAN LINE.  
Hongkong, 30th Dec., 1916. Agents.

PACIFIC MAIL S.S. CO.  
U.S. MAIL LINE.

Operating the new First Class Steamers  
"EQUADOR," "VENEZUELA" and "COLOMBIA."  
14,000 tons each.

Hongkong to San Francisco,  
via Shanghai, Kobe, Yokohama and HONOLULU.

## THE SUNSHINE BELT.

The most comfortable route to America and Europe.

Sailings from Hongkong at noon.  
S.S. "EQUADOR" Dec. 4th.  
S.S. "COLOMBIA" Dec. 31st.  
S.S. "VENEZUELA" Jan. 30th, 1918.

These steamers have the most modern equipment including over-  
head electric fans and electric lighting ALL LOWER BERTHS &  
Large comfortable staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our First Consideration. Special  
care is given to the cuisine, and the attendance on passengers cannot be surpassed.  
Tickets are interchangeable with the Tokyo Kisen Kaisha and the Canadian  
Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules etc.,  
Apply to—  
Company's Office in "ALEXANDRA BUILDING,"  
Chater Road.  
Telephone No. 141.

HONGKONG, CANTON, MACAO  
& WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO  
STEAMBOAT CO., LTD., & CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

Single Fare by Night Steamer ..... \$ 7.00  
Return Fare by Night (available also for return by day steamer) 12.00  
Single Fare by Day Steamer ..... 6.00  
Return Fare by Day Steamer ..... 11.00

## HONGKONG TO CANTON. | CANTON TO HONGKONG

SATURDAY, 17th NOVEMBER, 1917.  
10.00 p.m. Fatshan. | 4.30 p.m. Kinshan.

SUNDAY, 18th NOVEMBER, 1917.  
10.00 p.m. Kinshan. | 4.00 p.m. Fatshan.

## HONGKONG-MACAO LINE.

S.S. Sui An Tons 1,651. | S.S. Sui Tai Tons 1,651.  
HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok  
Street Wharf. Sundays, at 9 a.m. and 1 p.m. from the Company's  
Wing Lok Street Wharf.

## MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.  
EXCURSION TO MACAO.  
SUNDAY, 18th NOVEMBER, 1917.

The Company's Steamship "SUI AN"

Will depart from the Company's Wing Lok Street Wharf at  
9 a.m. and return from Macao at 3 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday at 7.30  
a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.  
The attention of the Public is drawn to the special facilities afforded by the  
Police Department of the Macao Government. Passes are issued at the Police  
Station facing the Company's Wharf thus obviating delay and trouble in having to  
apply at this Head Police Station for permits.

Fares: Saloon, Single \$5, Return \$5.

## FARES AS USUAL.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,  
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUHOW LINE.

S.S. SAINAM 583 Tons, and S.S. NANNING 583 Tons.  
One of the above Steamers leaves Canton for Wuhow every  
Monday, Wednesday, and Friday, at about 8 a.m. and the other  
leaves Wuhow for Canton on the same days at 8.30 a.m. Round  
trips take about 5 days. Passengers can return to Hongkong or vice  
versa by the Company's direct Steamers LINTAN and SANUI.

These vessels have superior Cabin accommodation and are lighted  
throughout by electricity. Electric Fan in each Cabin.  
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON, & MACAO STEAMBOAT CO., LTD.  
101, NANNING STREET, HONGKONG.

## VESSELS LOADING AND TO LOAD.

Destination.	Vessel's Name.	For Freight Apply To.	To be Dis- patched.
JAPAN AND COAST PORTS			
Swatow, Amoy and Foochow	Haiphong	D. L. Co.	18. Nov.
Haiphong	Lorsang	J. M. Co.	18. Nov.
Nagasaki, Kobe and Yokohama	Tango M.	N. Y. K.	19. Nov.
Sandakan	Mausang	J. M. Co.	20. Nov.
Swatow, Amoy and Foochow	Haikan	D. L. Co.	20. Nov.
Shanghai, Kobe and Yokohama	Kashima M.	N. Y. K.	22. Nov.
Shanghai	Sinkiang	B. & S.	22. Nov.
Shanghai via Foochow	Wosang	J. M. Co.	23. Nov.
Manila	Yuenang	J. M. Co.	24. Nov.
Shanghai	Titarom	J.C.J. L.	25. Nov.
Manila	Loongang	J. M. Co.	30. Nov.
Shanghai, Kobe and Yokohama	Benten M.	N. Y. K.	1. Dec.
Kobe	Totomi M.	N. Y. K.	2. Dec.
Shanghai, Kobe and Yokohama	Mishima M.	N. Y. K.	3. Dec.
Kobe	Ijibodas	J.C.J. L.	9. Dec.
Shanghai, Kobe and Yokohama	Suwa M.	N. Y. K.	14. Dec.

## NOTICE.

**MITSUBISHI GOSHI KWAISHA.**  
(MITSUBISHI CO.)  
COAL DEPARTMENT.

SOLE PROPRIETORS OF  
TAKASIMA, OCHI, MUTARE, KISH-  
IDAKE, YOSHINOTANI, NOJO, WAMA-  
ZUTA, SATO, KANADA, SHINHEI,  
KAMAYAMA, BISHI and OYUNAR  
Collieries.

Agents for SAKITO COAL.

HEAD OFFICE:—  
MARUNOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI,  
MOJI, KAKATSU, WAKAMATSU,  
OTARU, MUKOHAN, KAKODATE,  
KOBAYASHI, KURE, TOKYO, YOKO-  
HAMA, NAGOYA, TSUBURA, YAMAGUCHI,  
YOSTO, K. HANKOW, PEKING,  
DAIKEN, TAIPHEI, LONDON, NEW  
YORK, SHANGHAI, HONGKONG,  
HAIPHONG, CANTON and  
SINGAPORE.

Cable Address:—"IWASAKI."  
Codes: A1, A.B.C. 5th Ed., West-  
ern Union, and Bantley's.

## AGENCIES:—

CHINKIANG—Messrs. GEAR-  
ING & CO., MANILA—Messrs.  
MACONDRAY & CO., SINGA-  
PORE—Messrs. BORNEO CO.  
LTD., GLASGOW—Messrs. A.R.  
BROWN, McFARLANE & CO., LTD.

For Particulars, apply to—

S. KAWATE.

Manager,

Hongkong, No. 2, Pedder Street.

## WATER RETURN.

Level and Storage of water in  
Reservoirs on November 1, 1917.

## CITY AND HILL DISTRICT WATER WORKS LEVEL.

Tyram	1917.	1916.
1st. sin. Below	14.11	14.11
2nd. sin. Below	14.11	14.11
3rd. sin. Below	14.11	14.11
4th. sin. Below	14.11	14.11
5th. sin. Below	14.11	14.11
6th. sin. Below	14.11	14.11
7th. sin. Below	14.11	14.11
8th. sin. Below	14.11	14.11
9th. sin. Below	14.11	14.11
10th. sin. Below	14.11	14.11
11th. sin. Below	14.11	14.11
12th. sin. Below	14.11	14.11
13th. sin. Below	14.11	14.11
14th. sin. Below	14.11	14.11
15th. sin. Below	14.11	14.11
16th. sin. Below	14.11	14.11
17th. sin. Below	14.11	14.11
18th. sin. Below	14.11	14.11
19th. sin. Below	14.11	14.11
20th. sin. Below	14.11	14.11

STORAGE IN MILLIONS AND  
DECIMALS OF GALLONS.

Tyram	1917.	1916.
1st. sin. Below	14.11	14.11
2nd. sin. Below	14.11	14.11
3rd. sin. Below	14.11	14.11
4th. sin. Below	14.11	14.11
5th. sin. Below	14.11	14.11
6th. sin. Below	14.11	14.11
7th. sin. Below	14.11	14.11
8th. sin. Below	14.11	14.11
9th. sin. Below	14.11	14.11
10th. sin. Below	14.11	14.11
11th. sin. Below	14.11	14.11
12th. sin. Below	14.11	14.11
13th. sin. Below	14.11	14.11
14th. sin. Below	14.11	14.11
15th. sin. Below	14.11	14.11
16th. sin. Below	14.11	14.11
17th. sin. Below	14.11	14.11
18th. sin. Below	14.11	14.11
19th. sin. Below	14.11	14.11
20th. sin. Below	14.11	14.11

## KOWLOON WATER WORKS LEVEL.

Kowloon Gr.	1917.	1916.
1st. sin. Below	14.11	14.11
2nd. sin. Below	14.11	14.11
3rd. sin. Below	14.11	14.11
4th. sin. Below	14.11	14.11
5th. sin. Below	14.11	14.11
6th. sin. Below	14.11	14.11
7th. sin. Below	14.11	14.11
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17th. sin. Below	14.11	14.11
18th. sin. Below	14.11	14.11
19th. sin. Below	14.11	14.11
20th. sin. Below	14.11	14.11

W. CHATHAM,  
Water Authority.

## HOTEL LISTS.

## HONGKONG HOTEL.

Archbutt G S	Johnston J W
Anderson G E	Jacobson Miss E
Anderson Miss A G	Key Dr F T
Bonnet Mr & Mrs A	Keane C E
L	Little C
Bain H Murray	Ludwig G
Bell G D J	Lowfield S
Birbeck R J	Lavallo G Guidon
Birrell J D	Lauritzen Mr & Mrs
Baxter Mr & Mrs H	Leiria Mr & Mrs J J
Baxter Master	Longford Capt H P
Brownell W G	Lopez L J M
Bell Mr & Mrs E R	Maidland Mr & Mrs
Branch Capt & Mrs	F
Baring J H	Macdonald Major D
Boylan H	Meines H Van
Bowell C T	Meredith J
Barbara J E F S	Merritt Dr & Mrs
Butler E	Maahin H E
Baxter Capt J	Moulder A B
Basagotte Miss de	McLennan Capt A
Behrns d S	McNair Dr G E
Brander Geo L	MacFarlane G E
Courtesy J D	Nicholson J S
Carpmael Mr & Mrs	Norris Mr & Mrs
Connel J J	N. Ubrik S
Clifford L A	D'Oliveira Capt &
Clifford Mrs C W	Mrs
Collier F W	Flintland Cole Mrs
Cox Mr & Mrs E F	R R
Cheers E	Picella Miss E
Davenport W B	Roche Mrs M L d
Forsen Mrs J M	Reay Miss F
Gould Mr & Mrs J	Ray E H
Gould Mrs E M	Robinson Capt A
Gain P D G	Rastall S G
Gaujoia M	Richardson H M
Gordon Hare J	Stalker J
Gilman Mr & Mrs	Shiner Mr & Mrs W
Hopson Mr & Mrs	C
Paul	Star A W Van der
Hall Capt T P	Slade Mrs A
Hodgins Mrs A E	Solomon Mr & Mrs
Hannibal Mr & Mrs	A M
W A	Simons Capt E B
Hooper A Shelton	Shields E H
Haswell G	Thompson C P
Hoffman E	Thompson F G
Hogewerff W	Thunder Mrs
Hope L	Vacher E
Innes Capt & Mrs B	Wood G G
Joseph E M	Weymouth R W
Journal Miss G de	Watson J J
Journal Miss E de	Wilkinson Mr & Mrs
Journal Mr & Mrs Western H	E J
R de	

## PEAK HOTEL.

Adams Mrs I	Macaulay Capt &
Blair D K	Mrs H M C
Bower J	Nicholls Mr &
Breakpear Mr &	Mrs G F
Mrs C T	Parkins T L
Cary Mr & Mrs F W	Perrin Madame
Downing Mr &	Pederson Miss
Mrs H B C	Roberts Mr & Mrs
Evans W S	W
Evans S	Reed Comdr
Fuller Denman	Smith Findlay Mr
Hale Mr & Mrs B A	& Mrs A
Harling Mr & Mrs	Smith B E
H R	Skinner Miss
Johnson F B	Smith Findlay Mr
Johns Mrs T J R	Smith Mrs J
Jonckheer Mr & Mrs	Townay H
Mrs J J	Vernanlan A C
Krine Mr & Mrs T	Vallant Madame Le
Lembele Mr & Mrs	Ventris Major Gen
A	Ventris Miss
Mattingley R F	Ward L Col John
Muton E H	M P
Muir R	W. Ison J
Maths, Mrs Victoria	Wetton Mr & Mrs
de	Young Col R E

## KINGSCLERE HOTEL.

Captain D E	Pantington Mr &
Carlton Viscount	Mrs T B
& Mrs A E	Pelnam Lt Col &
Gordon J H	Mrs J Thursty
Dillon Capt & Mrs	Powell Comd & Mrs
A B S	
Filkins Miss D	Boile Capt P H
Forbes A	Sachse Mrs G A
Haskett G H	Sanger R
Johnson Mr & Mrs	Scott Holman
E H	Shaw Mr & Mrs J A
Johnson Lt Mrs F	Shirley Dr & Mrs J G
Keating Dr Thomas	Tal Mr & Mrs P
F	Turnbull Mr & Mrs
Logan Mr & Mrs W	T G
Maddocks Mr & Mrs	White G P
Joseph	Wolfe Mr & Mrs M

## GRAND HOTEL.

Anderson O	Kenneth W O
Bliss Mr & Mrs	McDonald J A
F P	Mayes W C
Bauman A	Phillips A F
Cook T	Pearce Mrs S A
Duffield H C	Pearce Dr W W
Eager Mrs O B	Sherburning A
Everingham O T	Shirley Miss W
Fisher F E	Servanston J S
Hed Mr & Mrs A	Ware H W
Knot J	Williams J C
Klor G	Wood G G
K. Mr & Mrs	

## NOTICE.

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## GRAVING DOCK.

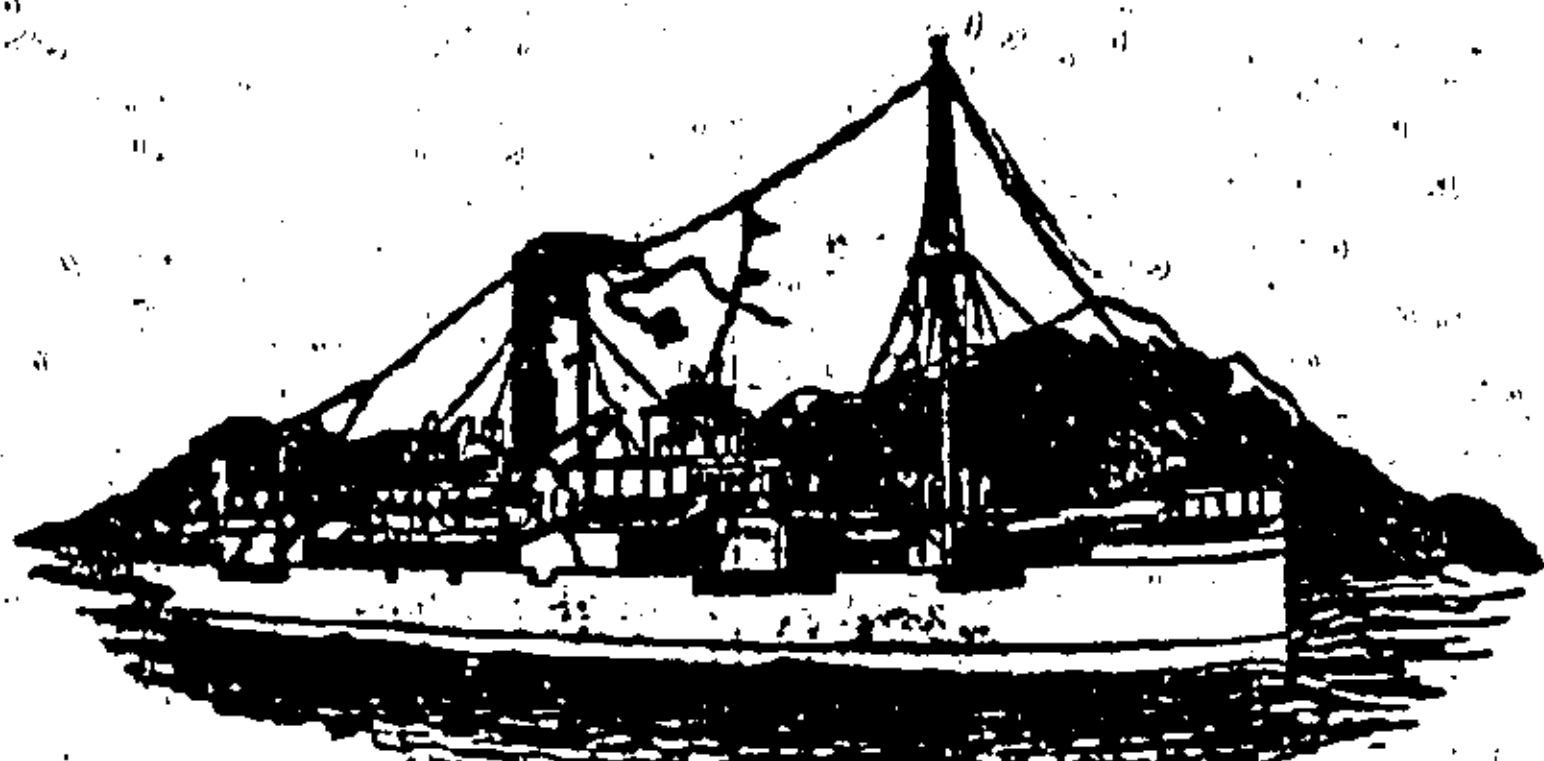
787 X 88' X 34'-6"

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tion. Motor Pumping Sets, Motor Vehicles, &c.

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## NOTICE

During the absence of the staff  
compiling a Dollar Directory in Singa-  
pore, the affairs of the

HONGKONG  
DOLLAR DIRECTORY

are being handled by Messrs. Kelly  
& Walsh, Chater Road, to whom all  
communications can be addressed.  
Our P.O. Box is 431  
Our Telephone No. 1306.

MOVEMENTS OF  
STEAMERS.

The S.S. CHINA will be despatched,  
Voy. 11 Home, on Friday, November  
16th, at 1 p.m. to San Francisco, via  
Shanghai, Nagasaki, Kobe, Yokohama  
and Honolulu.

## CONSIGNEES

"GLEN" LINE OF  
STEAMERS, LIMITED.

## NOTICE TO CONSIGNEES.

THE Steamship

"GLENAMOI"

having arrived Consignees of  
cargo by her are hereby informed  
that all goods are being landed  
at their risk into the hazardous  
and/or extra hazardous Godowns  
of the Hongkong and Kowloon  
Wharf and Godown Company,  
Limited, whence, and/or from the  
wharves, delivery may be  
obtained.

Goods not cleared by 5 P.M.  
on 21st November, 1917, will be  
subject to rent.

All broken, chafed and dam-  
aged packages are to be left in  
the Godowns, where they will be  
examined by Messrs. Goddard  
and Douglas on 21st November,  
1917, at 9.30 A.M.

Claims against the steamer  
must be presented within 10  
days of arrival otherwise they  
will not be recognized.

No Fire Insurance will be  
effected by us in any case what-  
ever.

Bills of Lading will be counter-  
signed by  
JARDINE, MATHESON  
& CO., LTD.

Agents,  
Hongkong, 14th November, 1917.

TOYO KISEN KAISHA.



## PROPERTY FOR WAR PURPOSES.

### Vast Operations of the War Department.

Since the war the Government has become one of the greatest occupiers of real property in the country. This was quite a simple operation, as for war purposes the Government had the powers of the Defence of the Realm Regulations behind them. They took over property and converted it to their own use, leaving the delicate question of compensation to be settled afterwards. Not all of them were equipped with the machinery for dealing with these problems, and the position was becoming rather serious when it was decided in November, 1916, to create out of the War Department Lands Branch, which had proved a highly efficient organisation for work of this kind, a Lands Directorate, at the head of which was placed Sir Howard Frank, senior partner in the firm of Knight, Frank and Rutley. This department, which has shouldered such heavy responsibilities, deals with all lands and buildings either temporarily occupied or permanently acquired by the War Office and the Ministry of Munitions, and is responsible for the management of all such properties, large and small. This involves the conducting of all negotiations whenever a sale, a purchase, or a hiring takes place, while the avoidance of legal complications in connection with Government occupation requires the most careful consideration, as intricate questions are continually being raised. The Admiralty, apparently, is still outside the combination.

The public has little conception of the vast amount of property and expenditure involved in the work carried on by the Lands Directorate. The mere quartering of troops alone necessitates hiring costing 2½ millions a year. When land or buildings are occupied for the purposes of the war, a claim for compensation is made by the owner. The variety and extent of such claims is astonishing, and the sum involved may be anywhere between a million pounds for lands, and a few shillings for a pig of meandering disposition. The areas taken vary as much as do the amounts claimed—from 50,000 acres to a site upon a railway station platform for the accommodation of a meat sale! When you see a huge military lorry thundering along with its enormous crushing wheels it must occur to you that it is not exactly doing the roadway good, and here again the Directorate, in conjunction with the Road Board, is answerable for the maintenance and construction of War Office and Ministry of Munitions roads.

Inevitably the control of so much land raises the vital problem of cultivation for the purpose of increasing the food supply of the country. Over 200,000 acres of land are permanently owned by the War Department, and since the commencement of hostilities at least 150,000 acres have been taken over in addition, and the tenant right assessed. Besides this a considerable area is occupied by the Ministry of Munitions. Schemes are being worked in connection with the cultivation of lands adjoining factories, which are both practical and interesting. These lands are cultivated by the employees in the factories, potatoes and various vegetables being grown for their own consumption. They are thus provided with recreation of a healthy character, and at the same time, have the satisfaction of feeling that even in their spare time they are doing something towards the defeat of the U.boat.

There are thousands of separate properties to be looked after for the War Office and the Ministry of Munitions, and there are in hand schedules and valuations of the whole of these, an enormous task of itself. "A property" means often a huge factory, or a widespread hutment camp, and thus the valuation of "one" property may involve dealing with the interests of 300 different owners! Such responsible duties can only be performed by men possessing a high degree of technical skill, knowledge and ability, and they are carried out by a staff which includes barristers, solicitors, surveyors

## MOTORING IN HONGKONG.

### An Entertaining Local Firm.

The Dragon Motor Car Company is expecting the arrival of Hudson, Chandler and Overland cars. These well-known cars, of first class make and finish, have a quality all their own, and the fact that they are imported by the Dragon Motor Car Company is a further guarantee of their worth. Mr. Lauritsen, the proprietor, has given a deal of thought as to the class of car most suited to the roads in and about Hongkong, and, after great consideration, has decided that these three makes will suit any of the roads in Hongkong and its environs, or the roads in the New Territory.

The Kowloon branch of the Dragon Motor Car Company has recently been re-opened in Nathan Road, and the public can now, at very short notice, have their motor hire requirements satisfied. To avoid confusion orders should, as far as possible, be placed at the head office in Des Vaux Road Central.

Intending purchasers of cars are advised to call and inspect the latest Hudson model, the Super Six, which is one of the finest cars on the market. The fact should not be lost sight of that the present is an advantageous time to buy, as the rate of the dollar is extremely favourable.

and valuers, draughtsmen and technical clerks, working at high pressure in order to cope with variations of every description of land and other property, and to settle the many difficulties which arise.

Occasionally labours are lightened by the receipt of a letter such as the following actual specimen:—

"Just a few lines to inform you that we and all the surroundings are almost poisoned with poisonous gas. I was nearly done to death last Wednesday, also all the cats are dying poisoned. I think it is about the deadliest disaster that has ever occurred in a heathen land and the best thing to do before the time is to late would be to buy us out with compensation as soon as possible."

It is unfortunately essential to remove people from their homes in certain areas, and in the majority of cases they are willing to make the best of it and to draw consolation from the fact that it is "nothing to what happens in the war area." On the other hand, a few, generally those loudest in their demands that "the Government must get on with the war" and in their assertion that "no sacrifice is too great," look upon the taking of an acre of land in their neighbourhood (with due compensation) for urgent military purposes as an outrage on the part of that vague scapegoat "the Military."

This sort of man rushes off in speechless indignation to telegraph his member of Parliament about "wanton destruction," and harries home again breathless with fury to write a lengthy and disconnected epistle to the long-suffering Board of Agriculture.

From this brief outline it will be seen that here is a hive of ceaseless and highly specialised work, and that the after-the-war problems to be faced by the Lands Directorate are both great and complex. The lands and buildings alone must be worth well over 4,000,000,000, and in the schemes which are being matured it is hoped that, by co-operation with local authorities, land near industrial centres now occupied by troops may, after the war, be adapted for housing the working classes. Difficulties have been increased of late by the necessity of taking over every description of land for aerodromes.

The work of the department will not be really known until after the war, when the public may realise that a great deal of the expenditure incurred is for the lasting benefit of the nation, and that, although a great deal of money must needs be sunk during the war, the business men whom the Government have called in to assist have saved the country millions of pounds by their judicious handling of complex problems, having always in their minds the need for national economy and future times of peace.—Daily Chronicle.

## NEW GUINEA EXPLORATIONS.

### America to Help Sweden.

American scientific societies are to have a share with Swedish in the exploration of the interior of New Guinea, that great island lying between the equator and Australia, and American aeroplanes are to be the medium of the entry. Dr. Eric Mjoberg, secretary of the Natural Science Society of Stockholm, Sweden, has obtained guarantees of the co-operation of these organisations, and to-morrow he will start for Stockholm to report his success.

Dr. Mjoberg said that before going away he wished through the *New York Herald* to express his gratitude to the organisations which have helped him here, including the American Geographical Society, which has subscribed \$5,000 toward the expenses of his expedition; the Aero Club of America, which has undertaken to provide at least the light flying machines needed for scouting; to the American Museum of Natural History and the Explorers' Club, which also will co-operate with him; to the press and public generally for their cordial reception of him, and to the many scientific societies before which he has lectured.

"Most of all I appreciate the support of the American Geographical Society," he said. "It is one of the foremost societies of its kind in the world and its support means much. I am told that only once before has it granted so much money to an exploring expedition, and that was to one led by an American."

"The Aero Club of America and its president, Mr. Alan R. Hawley, also have been most kind to me. They have undertaken to see that we have the aeroplanes which will take us from the coast of the island to the interior highlands."

"The records of the expedition, which is to start six months after the war ends, are to be published in the magazine of the American Geographical Society. At that time there will be three serial exploring expeditions; those of Roald Amundsen and Robert A. Bartlett at the North Pole and my own in New Guinea."

Dr. Mjoberg has led two expeditions into the northern part of Australia, under the auspices of the Swedish government and Swedish scientific bodies. He has written a book on the first one and is preparing one on his quest in Queensland.

"It is a strange feeling to walk where a white man never has walked before," said Dr. Mjoberg when speaking of these trips. "I have experienced it twice. One is afraid to step. It seems that the very ground is sacred."

At a farewell dinner party which Dr. Mjoberg gave one night last week at Henry's, a Scandinavian restaurant, where he has passed much of his time in New York, one of the women asked the explorer if he ever had an encounter with cannibals.

"Yes," he said. "It was in Australia. I had one white man and twenty natives and a string of horses. We were travelling fast, about thirty miles a day. Suddenly one day we heard voices—human voices—and in a minute we came upon a camp where black men were feasting on human flesh. They fled as soon as we appeared. They evidently had had a fight with some enemies and had beaten them. Going into the camp we found long leg bones of men. Those bones, inscribed with the facts of their finding, are now in the museum of the Natural Science Society in Stockholm."

Dr. Mjoberg considered the exploration of New Guinea before he made his trip into Australia, and it was a fact that more than nine hundred attempts to reach the interior of the former country had been made futile by the dense tropical swamps and forests along the coast. Dr. Mjoberg decided the aeroplane was the only means of accomplishing the desired result. New Guinea now contains the largest unexplored area in the world—a territory of more than 120,000 square miles.

The method prepared by Dr. Mjoberg is first to send scouting parties to find suitable places

for bases of operation on the plateaus in the mountains. Heavier machines then will be used for carrying in supplies, equipment and scientists. The camps will be in communication with the base on the coast by aeroplane and also by wireless telegraphy, for, Dr. Mjoberg says, it is a journey of only two hours from civilisation to the heart of the unknown there.

Dr. Mjoberg came to the United States last November. Since that time he has lectured before scientists in New York, Philadelphia, Washington, Chicago, Denver, Butte, Minneapolis, San Francisco and other cities, and has obtained assistance to the amount of about \$75,000 to be added to the fund of \$25,000 which had been accumulated before he left Stockholm. He will return to New York in March to complete local arrangements for his expedition and then will go back to Sweden to await the end of the war, which will be the signal for the start.

It is expected that the exploration will reveal races of pigmies which can be traced back to the stone age, as well as sources of gold, coal, oil and other material wealth.

In a letter to Dr. Mjoberg giving to his expedition the indorsement of the American Geographical Society, John Greenough, president of that organisation, wrote in part:—

"The undertaking appears to us to possess an interest to the explorer unsurpassed as respects any region now unknown to civilisation, and it is not only from a scientific standpoint but also from the possible practical developments in the way of commercial discoveries of minerals and other material resources. That your plan of reaching the interior by the use of aeroplanes is feasible commends itself to us and we are impressed with the careful study of the difficulties and conditions which you may encounter and which you will be prepared to meet."

"That your own position and experience especially fit you for the command of the expedition is evidenced by the credentials which you have shown us and which we have received. In your two Australian expeditions so successfully prosecuted you were the direct representative of the Natural Science Society of Stockholm and indorsed by the Swedish government. Your own scientific qualifications are established by the fact that you are the holder of the highest scientific scholarship in Sweden, besides being a Doctor of Science and secretary of the Natural Science Society. We are glad to know that you have the active support of the Swedish Minister in Washington under instructions from the Crown Prince of Sweden." Mr. Alan R. Hawley, president of the Aero Club of America, wrote as follows to Dr. Mjoberg:—

"We have been greatly interested in your project for an expedition into the wilds of New Guinea, and especially as you contemplate the use of aeroplanes for this purpose. We are glad to assure you of our hearty co-operation in your efforts to accomplish this worthy scientific work and trust that you will be entirely successful in your efforts to bring about a realisation of such a splendid triumph for aerial navigation."

"We believe that you are eminently fitted for such an important task, especially as your previous experience in Australia has qualified you for exploration work of an exceptional nature."

"Please accept our hearty congratulations upon your valuable accomplishments for the advancement of science and in the interests of ethnology, and be assured that we will be glad to render you every assistance in our power in the field of aeronautics."

### War Items.

Mr. W. B. Lunt, who left Shanghai for America to offer his services for the war, has been assigned to the U. S. Army Transportation Department, and is now stationed at Norfolk, Virginia. Mr. J. R. Allan, also of Shanghai, recently notified as dangerously wounded in Palestine, is, by later advice, reported to be progressing favourably toward recovery.

## CHINA'S INTEGRITY.

### American-Japanese Agreement Further Explained.

The American Consul General has received the full text of the communications exchanged by the Secretary of State, Mr. Robert Lansing, in Washington with Viscount Ishii, special Japanese Ambassador to the United States, under date of November 2 which define the policies of the two governments as regards China. These communications consist of a letter addressed to the special ambassador by the Secretary of State embodying the substance of their conversations on the subject of the relations of the two countries and of Viscount Ishii's formal acceptance of the secretary's letter as such embodiment of their respective ideas. The letter of the Secretary of State, which contains the so-called agreement is in full, as follows:—

Note from Mr. Lansing, Secretary of State, to Viscount Ishii, dated November 2, 1917:—

Excellency:—I have the honour to communicate herein my understanding of the agreement reached by us in our recent conversations touching the questions of mutual interest to our Governments relating to the Republic of China.

In order to silence mischievous reports that have from time to time been circulated it is believed by us that a public announcement more of the desire and intentions shared by our two Governments with regard to China is advisable.

The Governments of the United States and Japan recognise that territorial propinquity creates special relations between countries and consequently the Government of the United States recognises that Japan has special interests in China particularly in the part to which her possessions are contiguous.

The territorial sovereignty of China nevertheless remains unimpaired and the Government of the United States has every confidence in the repeated assurance of the Imperial Japanese Government that while geographic position gives Japan such special interests they have no desire to discriminate against the trade of other nations or to disregard the commercial rights heretofore granted by China in treaties with other powers.

The Governments of the United States and Japan deny that they have any purpose to infringe in any way the independence or territorial integrity of China. They declare furthermore that they always adhere to the principle of the so-called "Open Door" or equal opportunity for commerce and industry in China.

Moreover they mutually declare that they are opposed to the acquisition by any government of any special rights or privileges or territorial integrity of China or that would deny to the subjects or citizens of any country the full enjoyment of equal opportunity in the commerce and industry of China.

I shall be glad to have Your Excellency confirm this understanding of the agreement resolved by us.

Accept, Excellency, the renewed assurance of my highest consideration.

(Signed) ROBERT LANSING.

It should be noted in this connection that this is in no sense a treaty or agreement of a formal sort, for, aside from the usual ratifications necessary in such cases, there is the special necessity of submitting all such agreements to the ratification of the Senate of the United States by a two-thirds vote. The letter is an expression of the policies of the two countries based upon their aspirations, plans and present interests and are binding only as an expression of policy.

The note of the Secretary of State was presented to the Wai Wu Pa or Foreign Office at Peking under date of November 2nd in a letter from the American Minister, Dr. Paul Reinsch, the substance of which is as follows:—

## OUR DIPLOMATIC SERVICE.

### "No Penalty for Incompetence."

The Reform of Diplomacy" is the subject of a temperately phrased but remorselessly pointed article in the *New Europe*. The writer, who signs himself "Diplomations," is editorially described as "a foreign correspondent who, in the course of his work, has had intimate contact with several British Embassies and Legations," and he affirms that our diplomacy is out of touch with the real forces at work in other States and with their real public life, while it is equally aloof from popular movements at home. The defects of the diplomatic service are ascribed partly to ignorance of foreign languages—"linguistic poverty"; indeed, the hall-mark of the service—"partly to the diplomatic social tradition, and partly to the lack of contact between the Foreign Office and those who are entrusted with British interests abroad."

Upon the state of the Foreign Office itself the critic is no less severe. "The junior Foreign Office clerk has no grasp of realities.... The possession of the Eton manner or the correct ritual of a Christ Church address is a far straighter road to diplomatic success than the surest grasp of Balkan intrigue." The system, it is held, tends to the repression of talent among our diplomats, for "while there is no incitement to effort, there is similarly no penalty for incompetence. There are a number of men in our service to-day whose incompetence or undesirability is fully recognised, but who cannot be removed from it without grave scandal or injustice."

The first essential reform, in the opinion of "Diplomations," is to widen the basis on which candidates for the service are selected, and, to secure this, adequate pay should be given from the time when a man first enters the service. The work of the Embassies and that of the Foreign Office should be linked together by a system under which three years' service abroad would be followed by one year's service at home, and vice versa.

### Mr. E. M. Gull.

Mr. E. M. Gull, of the Chinese Labour Battalion, and of the staff of the *North China Daily News*, arrived in Shanghai during the week-end, en route to Weihaiwei.

that the policy of Japan as regards China is not one of aggression and by declaring that there is no intention to take advantage commercially or indirectly of the special relations to China created by geographical position. The representatives of Japan have cleared the diplomatic atmosphere of the suspicions which had been so carefully spread by German propaganda.

The Governments of the United States and Japan again declare their adherence to the Open Door policy and re-commit themselves as far as these two Governments are concerned to the maintenance of equal opportunity for the full enjoyment by the subjects or citizens of any country in the commerce and industry of China. Japanese commercial and industrial enterprises in China manifestly have, on account of the geographical relation of the two countries, a certain advantage over similar enterprises on the part of citizens or subjects of any other country.

The Governments of the United States and Japan take advantage of a favourable opportunity to make an exchange of expressions with respect to their relations with China. This understanding is formally set forth in the notes exchanged and now transmitted. The statements in the notes require no explanation. They not only contain a re-affirmation of the "Open Door" policy but introduce a principle of non-interference with the sovereignty and territorial integrity of China which generally applied is essential to perpetual international peace, as has been so clearly demonstrated by openly proclaiming, signed by President Wilson.

## CORRESPONDENCE.

(The opinions expressed by correspondents are not necessarily those of the "Hongkong Telegraph.")

### A CHESS GRIEVANCE.

(To the Editor of the "Hongkong Telegraph.")

Sir,—I have been requested by a relative to one of the lads concerned to bring to your notice the intolerable persecution that certain Chinese boys are suffering at Queen's College because of their unwillingness to play in the school chess team. These boys have been summoned by the headmaster to his office, both singly and together, and threatened with all manner of punishments. They have been held up to their schoolmates as a disgrace to their school. It is compulsory for them to stop after school hours and play chess, while for others boys it is purely voluntary.

Most of these boys were members of the Saiyungpan team that defeated Queen's College last year, and having been four years in Saiyungpan School and not four months in Queen's College, and having, moreover, been treated with consideration in Saiyungpan and not worried there as they have been ever since they reached Queen's College, they naturally object to playing for their new school against their old one. They are aware, furthermore, that their new headmaster signed a paper agreeing to their not playing for Queen's College and they cannot understand why an English gentleman wishes to treat the same as "a scrap of paper."

If the schools of this Colony deem chess to be a class subject, then chess instruction should be given to the boys during school hours.

In Australia, sir, when I had the honour to be ben and educated, we also believe in a certain amount of compulsion in regards to reports, but that applies to outdoor games and is for the good of the boys themselves and not to get cheap glory for the school, but to get a glorification in encouraging boys to have an affection for their old school and also a belief in the old motto that an Englishman's word is his bond and his bond should never be broken.

I have advised the boy's relative to tell his father to see me of the Chinese members of Council or the Secretary or Chinese Affairs, but he has good reasons of his own for not appearing in the matter; so I write the few lines on behalf not only of the boys, who I don't ever claim acquaintance with except to know that their story is true, but also as a good sport, who believes boys being brought up as good sports too.

Yours, etc.,

JACKEROO.

Hongkong, Nov. 17, 1917.

## POLICE RESERVE ORDERS.

Orders issued to-day by Mr. F. O. Jenkins, D.S.P. (R.), state:—

Duty.

The Assistant Superintendent of Police, Mr. J. W. Franks, having returned to the Colony, resumes duty as from the 16th instant.

Reports and Reports Sheets will continue to be dealt with at this office.

Crown Sergeant 587 Rosario acts as O.S.M. to No. 2 Company during absence on leave of O.S.M. Silva.

### Attempted Suicide.

A Chinese who tried to commit suicide by cutting his throat with a carving knife, at 4, Blue Buildings, where he is employed as a cook, has been taken to the Government Civil Hospital.

### A Fatal Jump.

The body of a Chinese has been conveyed to the Public Mortuary, deceased having met his death through jumping of a verandah while under the influence of drink.



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## THE HUDSON SUPER-SIX

The World's Largest Selling Fine Car.

The Hudson holds records for speed, power, endurance, acceleration, hill-climbing ability, that have never been approached by any car. They have been verified and supplemented by the records of THOUSANDS of SUPER-SIXES in DAILY SERVICE throughout the world.

ASK ANY SUPER-SIX OWNER ABOUT THE CAR. WE ARE CONTENT TO LET HIS ANSWER BE OURS.

Wheelbase—125½ inches.

Motor—6-cylinder cast in one block. Bore, 3½ inch; stroke 5-inch. Cylinder head is removable, exposing valves and pistons for inspection. Special cylinder heads for metric spark plugs.

Crankshaft—Is of special design (HUDSON patent), giving perfect static balance as well as perfect balance at all speeds. By a patented method of applying counterweights, crankshaft distortion is eliminated, permitting higher motor speed without shortening the life of the motor. This reduces friction and vibration to a minimum and therefore assures a great increase of power.

Bearings—There are four bearings of liberal size. Front bearing is 2¼ inches diameter by 2¾ inches long; front centre bearing is 2.9/31 inches diameter by 1½ inches long; rear centre bearing is 2.5/16 inches diameter by 2½ inches long; rear bearing is 2.11/32 inches diameter by 3¼ inches long. Brass-backed nickel babbitt bearings of the highest quality are used.

Camshaft—Is made of a special steel, hardened and ground. Cams are integral with shaft which is of extra large diameter and runs on four nickel babbitt bearings.

Timing Gears—Are of the helical type, extra wide face, large of tooth being such as to insure quiet gears in operation.

Water Pump—Is of the centrifugal type and of such size as to provide ample circulation of water. Pump is mounted in a large circular bearing to insure perfect alignment with driving shaft.

Fan—A six bladed belt-driven fan, mounted on pivoted bracket on the motor.

Lubrication—Constant level, circulating splash system with reservoir in lower part of crank case. Oil reservoir being of sheet steel and exposed to the air passing under the car, cools the oil, insures thorough lubrication and increased mileage.

On the cowl apron is a pressure gauge showing the oil pressure and indicating at all times the condition of the oil circulating system, thus avoiding danger from oil shortage and consequent overheating. Stroke of oil pump is controlled by throttle, adjusting oil feed to speed of motor.

Carburettor—The HUDSON SUPER-SIX is equipped with a special carburettor, patented, of improved type developed for this particular motor, and controlled solely by the HUDSON Company. By means of two very convenient levers located on the cowl apron there is effected gasoline adjustment, hot or cold air supply, and strangler for starting. Not only is the carburettor automatic, insuring at all times the exact proper mixture, but is also subject to control by the driver.

Ignition, Starting and Lighting—Considerable improvement has been made in the combined system. The motor is positively started by an electric motor, thereby doing away with the necessity of a starting crank. The starter is operated by pushing a small foot-pedal located in centre of foot-board. All lamps are lighted directly from the generator when motor is running. When motor is not running, necessary current is supplied by the accumulators. They are automatically recharged by the generator.

SUPER-SIX

Clutch—After years of continuous use, under all conditions, we believe we can safely claim the HUDSON clutch to be practically perfect. It is of an improved noiseless disc type contained in an oil-tight case, which is a part of the flywheel. All discs are made of steel stamping, the driving disc having cork inserts.

Transmission—Transmission is of the selective type, three speeds forward and reverse with direct drive on third speed. Transmission is bolted to the rear of motor, making a unit power plant. This construction assures perfect alignment between crankshaft, clutch and transmission shaft. Large-size roller bearings are used throughout.

Wire Wheels—Rudge Whitworth.

Springs—Springs are semi-elliptical type, both front and rear. Front Springs are 2¼ inches wide by 39 inches long. Rear springs are of the same width and 57¼ inches long. All springs are assembled with graphite grease between the leaves to lessen friction and prevent noise and wear.

Springs-eyes are equipped with phosphor bronze bushings. What is known as the Hotchkiss drive is employed, by which the power is transmitted through the rear springs.

Steering-Gear—Worm and gear construction. Full type gear and shaft made in one piece. Adjustment for wear is provided for on both gear and wheel.

General Information—Stewart vacuum gasoline feed system is fitted. Gasoline tank of 19 gallons is fitted to rear of chassis, protected by frame extension. Automatic gauge indicates the amount of fuel in the tank.

The lighting outfit includes 11-inch parabolic headlights with dimming attachments—instrument light and tail light. All lights operated from electric switch on the dash. This switch is furnished with keys that locks all lights in place and cuts off ignition and starting current. On the dash apron are the ammeter showing electric charging and discharging rate, oil pressure gauge, magnetic speedometer (mile, kilometre or verst as required). Auxiliary hand pump for vacuum feed system, petrol adjustment for carburettor, also adjustment for hot and cold air and strangler.

Electric motor-driven horn is mounted beneath the hood and is operated from the large sized rubber push-button in centre of steering wheel.

Integrally mounted windshield with permanent standards and divided to admit a separate adjustment of upper and lower sash, rain, vision and ventilating.

One-man "top, four-bow type, with minute adjusting curtains carried in envelopes beneath top, ready for instant use. Can be dropped into position without operator leaving the seat. Top when extended is fastened to standard of windshield with large thumb-nuts. Dust cover for top is furnished.

Set of tools in canvas case. Special wrenches and other tools included. Quick-acting pressed steel jack. Compound double cylinder hand-pump, extra quality.

The Public are cordially invited to inspect this Car.

SOLE DISTRIBUTORS FOR HONGKONG, CANTON & MACAO:

THE DRAGON MOTOR CAR CO., 25, DES VŒUX ROAD CENTRAL.

ORDERS PROMPTLY ATTENDED TO

AND

REPAIRS NEATLY EXECUTED.

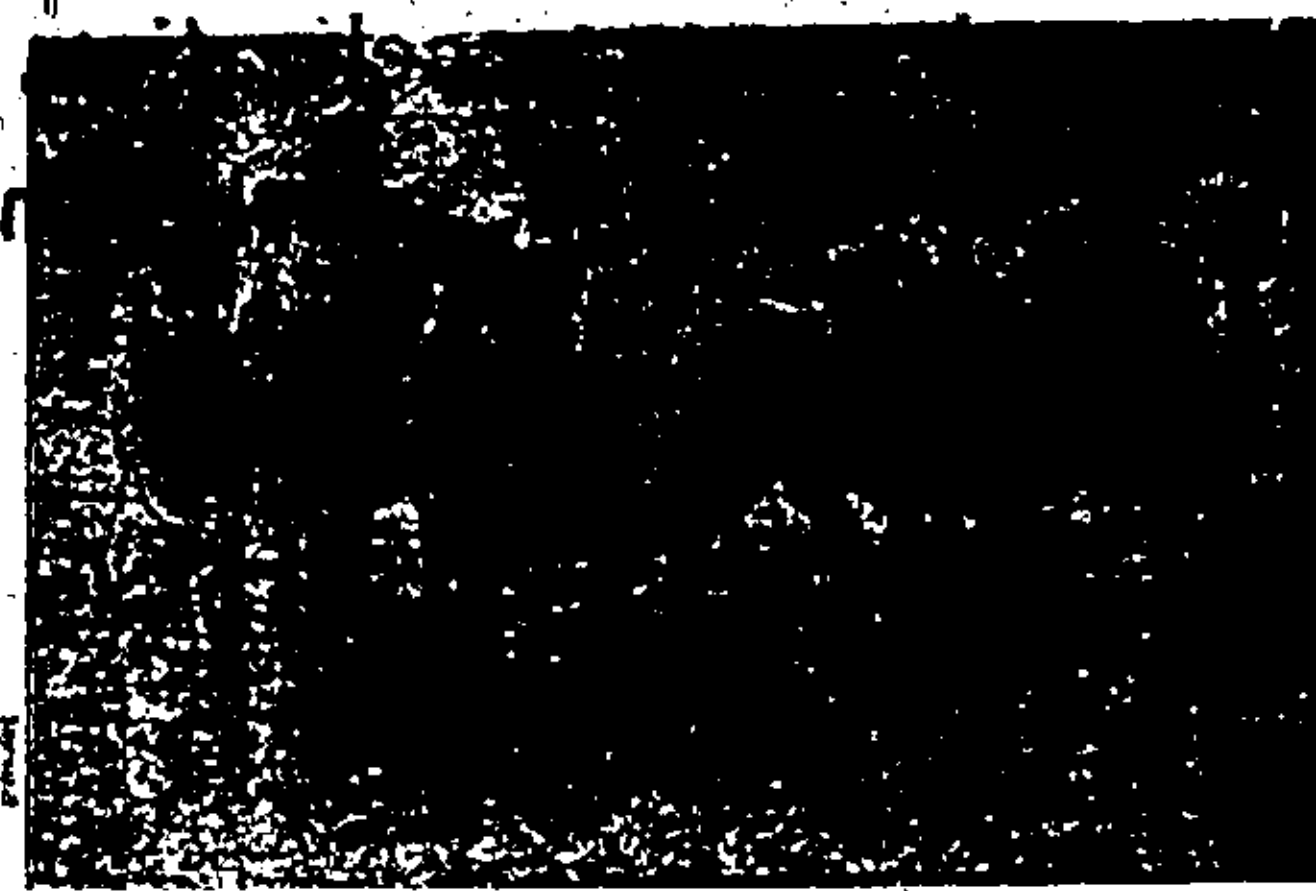
CARS FOR SALE OR HIRE.

Head Office ' Phone No. 482

Kowloon Office ' Phone No. K. 226



# DAIRY FARM NEWS.



## OUR BUTCHERY DEPARTMENT

CAN

Supply Suitable Provisions for your

**TABLE.**

SEND FOR OUR PRICE LIST.

**A SPECIALITY**

for

**SHIPPERS AND SHIPPING.**

WE PUT UP

**CORNER BEEF AND PORK**

**IN KEGS OR CASKS**

**FOR EXPORT OR STEAMERS' USE.**



## SHARE REPORT.

## COMPARATIVE SHARE QUOTATIONS.

S.—SHEARS SA.—SALES.—BUYERS.—NOMINAL.

To-day's Close	STOCK.	Number of Share	Par Value	Paid Up	1915. Highest	1915. Lowest	1916/7. Highest to Date	1916/7. Lowest to Date	Last Dividend and Date	
	<b>Banks.</b>									
1630	H.K. & Shanghai Banking Corp.	120,000	\$125	all	845	Sept.	785	May	820 545	Interim div. of £2 3/- Subject Income Tax, at Exch. 2/6. (\$17.06) Paid on 13/8/17.
	<b>Marine Insurance.</b>									
1320	Canton Ins. Office, Ltd.	10,000	\$250	50	427 1/2	Sept.	340	Jan.	426 320	Final of \$7 making \$25 a/c 1915, and interim of \$18 a/c 1916.
112 1/2	North China Ins. Co., Ltd.	10,000	\$15	£5	180	April	145	Jan.	180 100	Final Div. of 15% mak. 30% for year ending 30/6/16 Pd. 3/10/17.
175	Union Ins. S'ty of C'ton, Ltd.	15,438	\$250	100	97 1/2	Aug.	760	Jan.	1005 760	Final of \$20 and bonus of \$10 making \$30 for 1915. Int. of \$30 for 1916 Paid. 26/4/17.
73 1/2	Yangtze Ins. Assoc. Ltd.	12,000	\$100	60	180	Dec.	200	Jan.	300 190	Final of \$15 for 1915, and Interim \$3 for 1916. Paid 14/4/17.
	<b>Fire Insurance.</b>									
130	China Fire Ins. Co., Ltd.	20,000	\$100	20	163	Aug.	127 1/2	April	168 130	\$7 & \$2 bonus 1916. Paid 26/4/17.
1310	H'kong Fire Ins. Co., Ltd.	8,000	\$250	50	420	Sept.	385	Jan.	420 290	\$27 for 1915. Paid 29/3/17.
	<b>Shipping.</b>									
173	Douglas Steamship Co., Ltd.	20,000	\$30	all	104 1/2	Dec.	28 1/2	Mar.	137 72 1/2	Final Div. of \$5.00. Paid 29/9/17 making 20% for year end 20/6/17.
191	H'kong C. & M.S.S. Co., Ltd.	80,000	\$16	all	23 1/2	May	19	Dec.	24 17	\$1.25 for year ending 31/12/16 Paid 19/12/17.
114 1/2	Indo-China (Combined Steam Navig.) Co., Ltd.	60,000	\$5	all	172	Dec.	62 1/2	Jan.	190 124	Final of 3/- on Pref. and 40/- on Def. Shares at Ex. 2/4/17 Paid 10/5/17. making 6% on Pref. & 50% for Def. a/c 1916.
133 1/2	Shell T'port & T'ing Co., Ltd.	3,797,610	\$1	all	117	Dec.	80	Dec.	142 87	Final of 5/- making 7/- for 1916. (Coupon 28). Paid 14/7/17.
107 1/2	Star Ferry Company, Ltd.	40,000	\$10	all	68	Oct.	54	Aug.	55 32 1/2	\$1.80 Div. and 30 cents bonus for year ending 30/4/17. Paid 30/5/17.
128 1/2	<b>Refineries.</b>									
144 1/2	China S. Refining Co., Ltd.	20,000	\$100	all	134 1/2	Sept.	80	Jan.	146 82	\$12 for 1916. Paid 31/3/17.
129 1/2	Malayan S. Refining Co., Ltd.	14,000	P.30	all	41				29	\$5 for 1916. Paid 15/2/17.
	<b>Mining.</b>									
40 1/2	Kailan Mining Adm'n'tion	900,000	\$1	all	35 1/2	April	30 1/2	Dec.	40 1/2 26 1/2	Interim Div. of 1/- year end. 30/6/17. Paid 15/5/17. (Coupon 9).
12.50	Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	4.40	Mar.	2.40	Jan.	3.35 1.70	1/2 for 1909
28 1/2	Tromoh Mines Ltd.	160,000	\$1	all	25 1/2	Dec.	32 1/2	Mar.	42 1/2 25 1/2	1/2 2nd interim making 2/- for a/c 1917. Paid 7/7/17.
30 1/2	Ural Caspians	796,666	\$1	all	43 1/2	April	25 1/2	Jan.	38 1/2 29 1/2	Final of 4/- making 5/- for a/c year ending 12/11/15 paid July 1916.
28 1/2	Oriental Con. Min. Co. Ltd.	429,990	G. \$10	all						G. \$0.50 Div. No. 35 Paid Sept. 1917.
186	Docks & Harbours, Godown & H'kong & R.W. & G. Co., Ltd.	60,000	\$50	all	82	Oct.	65	April	90 67	Div. of \$4 & Bonus \$2 for 1916. Paid 22/2/17.
1118	H.K. & W.D. Co., Ltd.	60,000	\$50	all	90	Oct.	56	Mar.	135 78 1/2	Interim Div. of 3/4 for year 30/6/17. Paid 9/10/17.
175	Shai Dock & Eng. Co., Ltd.	55,700	\$100	all	62 1/2	Sept.	49	July	95 59	Tls. 9 for year ending 30/4/17. Paid 28/7/17.
167	Shai & H'kw W. Co., Ltd.	36,000	\$100	all	100	Dec.	10	April	93 67	Tls. 5 for 1916. Paid 12/3/17.
160	<b>Land, Hotel and Buildings.</b>									
168	H'kong Hotel Co., Ltd.	20,000	\$50	all	114	Feb.	108	Dec.	118 94	\$3 for 1/2 year ending 30/6/17. Paid 1/9/17.
157 1/2	H'kong Land Investment Co.	50,000	\$100	all	114	Jan.	103 1/2	Dec.	105 1/2 85	Interim Div. of 1/4 for year ending 30/6/17. Paid 16/7/17.
430	H'hyreys Estate & F. Co. Ltd.	150,000	\$10	all	7 1/2	Jan.	6	July	7.10 5.75	50 cents for 1916. Paid 12/2/17.
174	K'loon Land & B'ing Co., Ltd.	6,000	\$50	30	44	Jan.	40	Sept.	38 33	\$2 for 1916. Paid 10/2/17.
174	Shanghai Land	78,000	\$50	all	57	Mar.	107	Dec.	107 74	Interim Div. of 5% making for 1917. Paid 27/8/17.
179	West Point Building Co., Ltd.	1,500	\$50	all	68 1/2	Mar.	77	Dec.	90 69	Interim Div. of 3/4 making for year ending 30/6/17. Paid 26/7/17.
150	H'kong Central Estate	10,000	\$100	all	103	Dec.	99	Jan.	103 89	\$700 for year ending 31/12/16 Paid 29/1/17.
1155	<b>Cotton Mills.</b>									
115	Ewo Cotton S. & W. Co., Ltd.	20,000	\$50	all	180	July	117	Jan.	167 130	Tls. 9.00 for year ending 30/11/16.
165	Kung Yik	75,000	\$10	all	162	July	1	Feb.	163 11 1/2	Tls. 0.90 for year ending 30/11/16.
1114	Leou Kung Mow	8,000	\$100	all	90 1/2	Sept.	72	Jan.	81 63	Tls. 12 for 1913. Paid 13/2/14.
136 1/2	Shanghai Cottons	40,000	\$50	all	100 1/2	May	77	Jan.	136 81	Dividend of Tls. 6 for year ending 30/6/17. Paid 28/9/17.
1560	<b>Miscellaneous.</b>									
146 1/2	Oriental Cotton Spin. Co. Ltd.	20,000	\$50	all	114	Apr.	91	May	10.35 6.50	Tls. 6 for 1913. Paid 26/3/14.
134 1/2	Yangtze Paper Co., Ltd.	175,000	\$5	all	11 1/2	Apr.	91	May	10.35 6.50	50 cents for 1916. Paid 18/5/17.
141	China Paper Co., Ltd.	50,000	\$10	all	3.65	Mar.	4.95	Oct.	4.90 3.45	6% for year ending 28/2/05.
143 1/2	China Light Power Co., Ltd.	50,000	\$1	all	7 1/2	Jan.	10.15	Oct.	10.10 7.50	70 cts. for 1916. Paid 23/2/17.
148 1/2	China Prov. L. & M. Co., Ltd.	125,000	\$10	all	35	Jan.	29	Dec.	41 20	\$1 for year ending 31/7/17 paid 6/10/17.
148 1/2	Dairy Farm Company, Ltd.	60,000	\$7 1/2	all	71	Jan.	5.20	Jan.	12.10 6.75	80 cts. for 1916. Paid 27/3/17.
148 1/2	Green Island Cement Co., Ltd.	400,000	\$7.50	all	11.20	Oct.	5.20	Jan.	12.10 6.75	\$3 for year 2/2/17. Paid 9/5/17.
147 1/2	Hongkong Electric Co., Ltd.	60,000	\$10	all	45	Oct.	36 1/2	Feb.	55 43	Int. Div. \$2 for year 1917. Paid 21/8/17.
129 1/2	Hongkong Ice Co., Ltd.	6,500	\$25	all	190	Dec.	183	Oct.	190 147 1/2	Interim Div. \$1 for 1917. Paid 24/8/17.
1660	Hongkong Rope Mfg. Co., Ltd.	60,000	\$10	all	34 1/2	Dec.	25	Jan.	41 26 1/2	Int. Div. 9% at 2/6-17-35 Cents. Paid 15/8/17.
112 1/2	Hongkong Tramway Co., Ltd.	325,000	\$5	all	6	Oct.	5	Apr.	7.50 5 1/2	Tls. 1 for 1916. Paid 28/4/17.
182	Langkate	250,000	G. \$1	all	43 1/2	May	35	Mar.	40 1/2 12	70 cts. on fully paid shares and 7 cts. on \$1 paid shares for year ending 30/4/17 Paid 6/5/17.
140	Peak Tramway Co., Ltd. (Old)	25,000	\$10	all	10 1/2	Mar.	9.20	June	10.25 8 1/2	\$3 for year ending 31/5/16 Paid 21/8/17.
83	Do (New)	25,000	\$10	\$1	1.05	Mar.	80	Oct.	1.00 90 cts.	\$1.25, per share for year ending 31/12/16. Paid 3/2/17.
113	Steam Laundry Co., Ltd.	20,000	\$5	all	4.25	Jan.	3	June	3.80 3.00	70 cts. for 1916 Paid 23/5/17.
151	Union Water-boat Co., Ltd.	27,723	\$7	all	18	Jan.	16	Dec.	17 13	50 cts. on old shares and 25 cts. on new shares for year ending 30/6/17.
165.50	Watson and Co., Ltd.	90,000	\$10	all	7.10	Mar.	6.50	Oct.	7.70 5 1/2	\$2 for 1916.
129	William Powell, Limited	21,000	\$5	all	6.90	Aug.	6	Dec.	7 1/2 5 1/2	\$1 for year end 31/3/17 Paid 15/4/17.
110	S. C. Morning Post	6,000	\$25	all	28		28		29 28	
	H'kong Steel Foundry Co., Ltd.	7,808	\$10	all					11 9 1/2	

BENJAMIN &amp; POTTS. Share and General Brokers. Princes Building, HONGKONG. Tel. address: Broker, CORRECTED TO NOV. 16, 1917. TELEPHONE NO. 1152.

ANY SUBSEQUENT ALTERATIONS WILL BE FOUND IN 'UP TO THE MINUTE SHARE MARKET NEWS' THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

## SHARE REPORT.

Messrs. Benjamin and Potts, in their share report, dated Friday, the 16th of November, 1917, state:—  
The market during the week under review has again been dull, but at the close there is more enquiry noticeable. In the absence of sellers, however, business is restricted, and we may look for higher rates if any steady demand exists in.  
Shanghai remains unchanged, with practically no business reported.  
The Straits rubber market keeps steady at about last week's quotations. Plantation rubber comes through at 2 1/2, market dull.  
The following are to-day's cable quotations:—Alor Gajahs \$4.40, Ayer Moleks \$2.90, Ayer Panas \$11.90, Balgownie \$6.45, Kedah \$4, Kempas \$9, Malaka Pindas \$3.10, New Serendabs \$4.80, Pejems \$17 ex rights, Radella \$13.40, Tapahs \$22, Teluk Anson \$13 and Sandoroffs \$4.60, cam dividend, all Straits Currency.  
BANKS.—Hongkong and Shanghai Banks remain neglected at \$630 sellers.  
MARINE & FIRE INSURANCES.—There has been no business reported in this section and rates, with the exception of Unions which are offered at \$775, remain practically the same. Cantons have sellers at \$320, and there are buyers of China Fire at \$121 and North China at Tls. 112 1/2. Yangtze at Shanghai \$265 (Exch. 73) and Hongkong Fire at \$310 are both nominal.  
SHIPPING.—Deferred Indo-China have been steady all the week at \$113 buyers. A good demand has sprung up for this stock at the close, owing to the London rate having advanced to £20, and the rate has improved to \$116 buyers for cash and corresponding rate forward. Preferred shares are wanted at \$33 1/2. Hongkong, Canton and Macao Steamboats have come to business at \$10 and \$10, but there are sellers now at the former rate. Douglases are nominal at \$73 whilst "Star" Ferries at \$28 1/2 and Shells Transports at 107/8 are both unchanged.

REFINERIES.—China Sugars have changed hands at \$84 and more shares are wanted at this rate. Malabons are nominal at \$29 1/2.

MINING.—Once again we have nothing fresh to report under this heading. Langkate could probably be placed in the North at Tls. 12 1/2. There are sellers of Rauba at \$2.60. Kallans at 40/-, Trenches at 28/-, Ural Caspians at 38/- and Oriental Consolidated at 28/- are all nominal.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have again been done at \$117, and there are buyers now at \$118. Hongkong and Kowloon Wharves have changed hands at \$88 and are again in better demand. Shanghai Docks have buyers at Tls. 7 1/2.

LANDS, HOTELS AND BUILDINGS.—Humphreys' Estates have been placed at \$5.75. There are buyers of Hotels at \$90 and Central Estates at \$90. Hongkong Lands have been done at \$88, and West Points at \$79, the latter having buyers at this rate. Kowloon Lands are nominal at \$30.

COTTON MILLS.—The market has been neglected all the week, and rates are unchanged from last week. Ewos at Tls. 155 and Orientals at Tls. 36 1/2 are both nominal. There are buyers in the North of Kungyiks at Tls. 15 and Yangtze Spoons at Tls. 5.60, whilst Shanghai Cottons are offered at Tls. 11 1/2.

MISCELLANEOUS.—Ropes have again been done at \$29, Cement at \$7.35, China Provident at \$7.50 and China Light at \$3.50. There are buyers of Dairy Farms at \$23 (ex dividend) and can the call of \$1.50 paid on the 9th instant, Steam Laundries at \$3.00 and Electric at \$4.8.

There are sellers of Peak Tramways (Old) at \$8.75, Powells at \$8.50 and Low Level Trams at \$8.60. China Bureaus at \$81. Hongkong Lees at \$147 1/2, Union Waterworks at \$13, Watsons at \$5.75 and Hongkong Steel Foundries at \$10, are all nominal.

FORWARD SETTLEMENT DAYS.—28th November and 21st December.  
EXCHANGE.—The opening T. rate on London to-day was 2/11, but has since fallen to 2/10 1/2. Bar silver (ready) is quoted at 43 1/2.

## NOTICES.

NOTICE.  
PEAK TRAMWAY CO. LIMITED.

TIME TABLE.  
MORNING SERVICE.  
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10.45 AM to 11.00 AM. Every 15 min.  
11.00 AM to 11.15 AM. Every 15 min.  
11.15 AM to 11.30 AM. Every 15 min.  
11.30 AM to 11.45 AM. Every 15 min.  
11.45 AM to 12.00 AM. Every 15 min.  
12.00 AM to 12.15 AM. Every 15 min.  
12.15 AM to 12.30 AM. Every 15 min.  
12.30 AM to 12.45 AM. Every 15 min.  
12.45 AM to 1.00 AM. Every 15 min.  
1.00 AM to 1.15 AM. Every 15 min.  
1.15 AM to 1.30 AM. Every 15 min.  
1.30 AM to 1.45 AM. Every 15 min.  
1.45 AM to 2.00 AM. Every 15 min.  
2.00 AM to 2.15 AM. Every 15 min.  
2.15 AM to 2.30 AM. Every 15 min.  
2.30 AM to 2.45 AM. Every 15 min.  
2.45 AM to 3.00 AM. Every 15 min.  
3.00 AM to 3.15 AM. Every 15 min.  
3.15 AM to 3.30 AM. Every 15 min.  
3.30 AM to 3.45 AM. Every 15 min.  
3.45 AM to 4.00 AM. Every 15 min.  
4.00 AM to 4.15 AM. Every 15 min.  
4.15 AM to 4.30 AM. Every 15 min.  
4.30 AM to 4.45 AM. Every 15 min.  
4.45 AM to 5.00 AM. Every 15 min.  
5.00 AM to 5.15 AM. Every 15 min.  
5.15 AM to 5.30 AM. Every 15 min.  
5.30 AM to 5.45 AM. Every 15 min.  
5.45 AM to 6.00 AM. Every 15 min.  
6.00 AM to 6.15 AM. Every 15 min.  
6.15 AM to 6.30 AM. Every 15 min.  
6.30 AM to 6.45 AM. Every



SMOKED EVERYWHERE BY  
(NEARLY) EVERYBODY.

No. 7. Motoring.

"THE MIXTURE OF  
MATCHLESS MERIT."

# GARRICK MIXTURE

Lambert & Butler,  
England.



THIS ADVERTISEMENT IS ISSUED BY THE  
BRITISH-AMERICAN TOBACCO CO., LTD.

## WOMEN SOLICITORS.

Major Hills Replies to Some  
Arguments.

Lord Buckmaster's Bill for the admission of women as solicitors, which passed through the Lords without a division, has met with the obstacle in the Commons that no Bill can be taken that is not a Government measure.

When the Law Society introduced a Bill of their own to reduce the number of statutory examinations from three to two each year, the Government were approached with the view of getting special facilities for Lord Buckmaster's measure. It was pointed out that the Law Society's Bill was based on the fact that there is a shortage of male candidates, and that therefore the case for the admission of women is overwhelming. Some faint hopes were held out by Mr. Bonar Law that the Government might reconsider the matter. There for the moment the matter rests.

"The majority of the House of Commons is in favour of the Bill," Major J. W. Hills, M. P. for Durham City, said in an interview with a representative of the Observer, "and it is rather absurd that we should be arguing about it. It is said it is not fair to make this change at a time when most of the young men whose prospects will be affected are fighting. I feel the force of this argument, but I desire to say two things in reply to it. In the first place it comes not from the men who are fighting, but from those who are not. The second point is this, that it takes at least three years to become a fully qualified solicitor. Had the restriction been removed at the beginning of the war some women would now be on the rolls. Many solicitors' businesses, especially those of the younger men, are one-man businesses. It would have been an invaluable advantage to many of these young men if a sister or some other woman relation could have been admitted and carried on the business for them. I am not asking at

random. I know one member of a large firm who has gone to the front whose sister is actually taking his place in the business—of course, nominally—for she cannot act as a solicitor, but she is in fact doing the work.

"Some people maintain that women are not fitted for the law. The answer is that it is a free market. The public decides whom it employs and whom it does not, and in the wider horizon before us I am quite certain that the world will insist upon women solicitors because of their special knowledge of problems affecting women."

Rejoicing that doctors fought bitterly against the admission of women on the ground of the fear of competition, Major Hills asked: "What doctor fears women's competition now, and where should we have been in the war without women doctors?"

## NOTICE.

### "HEATHER DAY"

#### ZOOLOGICAL GARDEN

WANTED ELEPHANTS, LIONS, TIGERS, for the "Zoo"; also GEESSE, TURKEYS, POULTRY, PIGEONS, DUCKS, 1 RABBIT, DOGS, CATS, etc. the latter to be sold. Communicate with A. K. TAYLOR, No. 4, Government Quarters, Park Road.

## NOTICE.

NOTICE IS HEREBY given that the business of the International Commercial Trading Company carried on at No. 4, Post Office Buildings, Victoria, Hongkong, has been assigned and transferred to Thomas W. Simmons and Company who will carry on business at above address.

C. E. SEYBT,  
Manager,  
THOMAS W. SIMMONS & CO.

## NOTICES.

### MASSAGE.

MR. HONDA.  
Trained male Massageur.  
Ten years experience.  
Formerly of Tokyo Military Hospital.  
WILL VISIT PATIENTS' RESIDENCES  
IF PREFERRED.  
No. 216 QUEEN'S ROAD, EAST.

### ASAHI BEER.



## POST OFFICE.

The Parcel Post Service to British East Africa and Egypt (except for members of the Expeditionary Force), and to Abyssinia, Bagdad, Eritrea, French Somali Coast, Italian Somaliland, Portuguese East Africa, Zanzibar and Russia have been suspended.

On and after the 1st October, 1917, the rate of postage on letters from Hongkong to Fakhao, Chao Chuen, and Whampoa will be 4 cents for each ounce or fraction thereof.

Correspondence addressed to enemy subjects in China, Siberia and Portuguese East Africa, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Uninsured parcels for the United Kingdom will in future be forwarded from Hongkong in bags and the Public are therefore advised to pack such parcels very carefully.

Letters franked at the 4 cents rate addressed to Yunnanfu and Mengzi and other places in the Province of Yunnan should be superscribed with the words "For delivery by the Chinese Post Office."

Parcels for Greece cannot be accepted for transmission unless accompanied by a special permit issued by the British Minister at Athens.

Arrangements have been made for the transmission of parcels to the United Kingdom via Canada.

The rates of postage are as follows—  
Parcel not over 3 lbs. 90 cents.  
Do. 7 lbs. 1.80  
Do. 11 lbs. 2.70

No insurance can be effected on parcels sent by this route.

## IMPORT PROHIBITIONS.

The public are informed that the undermentioned articles are prohibited from importation into the United Kingdom, either by letter post or by parcel post—

Gold manufactured or unmanufactured including gold coins and articles consisting partly of or containing gold; All manufactures of Silver other than silver watches and silver watch cases; Jewellery of any description.

Letters and Parcels containing such articles cannot therefore be accepted for transmission by the Post Office.

The Parcel Post service to Aden (except in respect of parcels for military and naval addresses) has been suspended.

## FRENCH PARCEL REGULATIONS.

The Public are informed that the new regulations adopted by the French Customs (last sent) under the name of "Déclaration de France, Corvée et Algérie" must fill in the columns of the regular Customs Declaration particularly and exactly, omitting none of the headings comprised therein.

It is furthermore absolutely necessary to show in the forecast declaration (1) The full name and address of the addressee (2) A statement as to whether the contents are intended for State supplies or not.

## LOCAL AND REGULAR MAILS OUTWARD.

Tai O—Week days, 5 p.m.  
Tuen Mun—Week days, 10 a.m.; Sundays, 9.30 a.m.  
Cheung Chow—Week days, 7.30 a.m. and 3 p.m.  
Shatauk, Shatin and Sheungshui—Week days, 4 p.m.  
Borom, Au Tau, Ping Shan, Sai Kung, San Tin and Stanley—Week days, 4.30 p.m.  
Canton, Sanahui, and Wuchow—Week days, 7.30 a.m.; Registration 5 p.m.; Letters 6 p.m.; Sundays, 5 p.m.  
Macao—Week days, 7.15 a.m.; 1.30 p.m.; Sundays, 9 a.m.  
Kongmoon—Week days, 6 p.m. Except Saturdays; Sundays, 5 p.m.  
Amtau and Sammel—Week days, 5 p.m.; Sundays, 5 p.m.  
Shamshui—Week days, 10 a.m.; 4 p.m.; Sundays, 8 a.m.

## FROM SHEUNGWAN WESTERN BRANCH P.O.

Macao—Week days, 7.30 a.m.; 1.30 p.m.; Sundays, 8.30 a.m.; Holidays, 7.30 a.m.; 1.30 p.m.  
Canton—Week days, 7.30 a.m.; 9.30 p.m.; Sundays, 9.30 p.m.; Holidays, 7.30 a.m.; 9.30 p.m.  
Tai Ping Tang—Week days, 9.30 p.m.; Sundays, 9.30 p.m.; Holidays, 9.30 p.m.  
Shak K. L.—Week days, 9.30 p.m.; Sundays, 9.30 p.m.; Holidays, 9.30 p.m.  
Kongmoon—Week days, 6 p.m.; Sundays, 5 p.m.; Holidays, 5 p.m.  
Kamshui—Week days, 6 p.m.; Sundays, 5 p.m.; Holidays, 5 p.m.  
Kaukung—Week days, 6 p.m.; Holidays, 5 p.m.; Sundays, 5 p.m.

## WEATHER REPORT.

The Weather Report and Forecast for to-morrow will be found on an Extra.

November 16, 11h. 25m.—No returns from Japan and Vladivostok. Pressure has decreased slightly at Weihaiwei and Hsiphong and increased slightly to moderate at other reporting stations. An anticyclone has formed over China and a relatively low area covers the Visayas.

Fresh to strong monsoon will prevail along the China Coast, and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 8.00 inch. Total since January 1st 80.34 inches against an average of 81.38 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District	Forecast
1 Hongkong to Gap Rock	E. & N.E. winds, fresh to strong; fair.
2 Formosa Channel	N. winds, strong.
3 South coast of China between H.K. and Lamoochs	The same as No. 1.
4 South coast of China between H.K. and Hainan	The same as No. 1.

China Coast Meteorological Register. November 16, a.m.

Station	Hours	Barometer	Temperature	Humidity	Wind	Weather
Yonok	6a					
Nemuro	5a					
Hakodate						
Kokoro						
Nagasaki						
Kagima						
Oshima						
Naha						
Ishijima						
Bonin Is.						
Whalew						
Hankow						
Ichang						
Kiukiang						
Changsha						
Shanghai						
Guangzhou						
Amoy						
Swatow						
Taihook						
Taihu						
Kochan						
Peking						
Canton						
H'kong						
Gap Rock						
Macao						
Wuchow						
Shanghai						
Phu Lien						
Tourane						
C. St. J.						
Amoy						
Dagupan						
Manila						
Legaspi						
Tacloban						
Holilo						
Surigao						
Cebu						
Lanuan						

## C. W. JEFFRIES—Chief Assistant.

Hongkong Observatory, Nov. 16, 1917.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Weather, by blue sky, detached clouds, drizzling rain, fog, gloom, hail, lightning, or overcast, passing showers, squally, rain, snow, thunder, visibility, wind set.

H.K. Observatory, Nov. 13, 1917.

T. F. CLAXTON, Director.

## TIDE TABLE.

From 12th Nov. to 18th Nov.

Day	High Water	Low Water
Nov. 12	11.15	5.15
Nov. 13	11.30	5.30
Nov. 14	11.45	5.45
Nov. 15	12.00	5.60
Nov. 16	12.15	5.75
Nov. 17	12.30	5.90
Nov. 18	12.45	6.05

## ENTERTAINMENTS.

### VICTORIA THEATRE.

FRIDAY, 16th NOVEMBER, 1917.

## "THE CLUE."

(IN 5 PARTS).

A Photo Play full of pathos, splendid acting, and beautiful photography.

Featuring Mlle ROBINNE, supported by a Cast of the finest French Artists.

Interesting:

"WILD DUCKS."

(A Fine Film on Natural History)

ANNALS OF THE WAR.

"THE TAKING OF CRAONNE." 4th MAY, 1917.

Comedy:

"AN UNEXPECTED PRESENT."

TUESDAY, 19th

3rd and 4th Episodes of the

"GRIP OF EVIL."

Booking at ANDERSON'S.

## PUBLIC AUCTIONS.

### GEO. P. LAMMERT.

AUCTIONEER, APPRAISER AND SURVEYOR.

THE Undersigned has received instructions to sell by Public Auction on

WEDNESDAY, the 21st of November, 1917, commencing at 11 a.m.

at his Sales Rooms, Duddell Street, (For account of the concerned).

A Large Quantity of Electrical Goods, comprising—

6000 Tungsten Lamps (5 50 c.p.), 40 Desk Fans, 9 Ceiling Fans

Also

Silk Flexible cord, Lead fuse and dynamo wire, strip fuses, porcelain cleats and insulators, button insulators, lamp holders and lamp locking rings, porcelain pushers, plugs and sockets, table lamps, brackets and fittings, meter boards, gauge screws, fuse bodies, gauge rings and cartridges, arc lamps, hand lamps, bulkhead fittings, globes, enamelled and glass shades, etc., etc.

On view from Monday the 19th inst.

Catalogues will be issued. Terms—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

By Order of the Mortgagees, Mr. Geo. P. Lammert has received instructions to sell by Public Auction on

FRIDAY the 23rd day of November, 1917, at 3 p.m.

at his Sales Rooms, Duddell Street, Victoria, Hongkong.

The following Valuable Leasehold Property situate at Victoria Hongkong viz—

ALL THAT piece or parcel of ground situate at Victoria aforesaid and known and registered in the Land Office as The Remaining Portion of Marine Lot No. 61a Together with the messuages erected thereon known as Nos. 1, 2, 3, and 4, Ming Yan Lane Victoria aforesaid. Term 999 years created by a Crown Lease dated 27th August, 1874. Proportion of Annual Crown rent \$67 85. Area about 3842 Square feet.

For further particulars and conditions of sale apply to

JOHNSON STOKES & MASTER, Pluce's Buildings, Ice House Street, Hongkong.

Solicitors for the Mortgagees, or to

MR. GEO. P. LAMMERT, The Auctioneer.

Hongkong, 9th November, 1917.

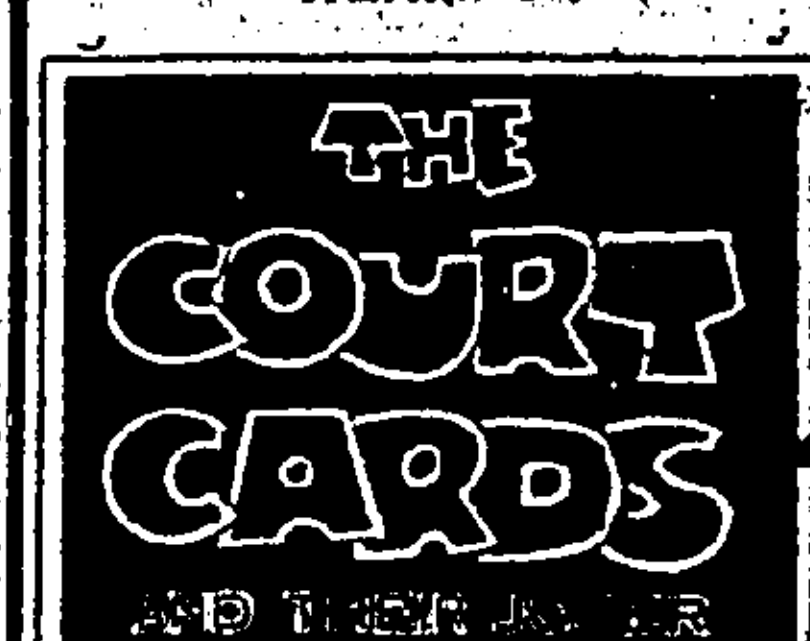
Printed and Published for the Proprietor, by George William

Osde Burnett at 11, Ice House Street, in the City of Hong Kong.

## THEATRE ROYAL.

TO-NIGHT! TO-NIGHT!!  
EDGAR WARWICK

ANNOUNCES  
THE LAST OPPORTUNITY OF HEARING



A Special Programme TO-NIGHT, consisting of all the most popular items performed during the season.

Be in early and avoid the crush.

Farewell to the Favourites.

## NOTICES.

### 4% FRENCH LOAN

(Rente Perpetuelle 4%)

THE BANQUE INDUSTRIELLE DE CHINE begs to announce that they are prepared to receive and forward to Paris, free of commission and telegram charges, at the selling rate of T.T. on Paris, applications for the above Loan, which will shortly be opened to public subscription.

The list of applications will be CLOSED IN PARIS ON DECEMBER 15th 1917, and those intending to subscribe are invited to apply without delay.

Issue Price: 68.60%

Full particulars will be supplied on application to the BANQUE INDUSTRIELLE DE CHINE, 5, Chater Road.

## PUBLIC WORKS DEPARTMENT, MACAO.

### NOTIFICATION

IT IS HEREBY notified that on the 20th inst, at 3 P.M., at the Public Works Department, and before a committee presided by the Director of the Public Works and composed of three members appointed by the Government the Attorney General being present, tenders will be received for the construction of one building for the "Laboratorio Bacteriologico."

The conditions of the tendering the specifications and the plans of building are open to the public at the Public Works Department where they can be examined on all week days from 10 A.M. to 1 P.M. and 2.30 P.M. to 4.30 P.M. Macao, Public Works Department, 1st November, 1917.

RAUL M. DE ALBIA MAIA, Engineer Director.